Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE CHARITABLE ENDOWMENTS ACT, 1890 (VI OF 1890).

Vesting of property of the Tata Institute of Research of India in the Treasurer of Charitable Endowments, Bombay, and its location near Bangalore—*contd.*

locating the Indian Institute of Science associated with the name of the late Mr. J. N. Tata.

His Highness the Maharaja of Mysore is pleased to assign to the Governor General of India in Council, with effect from the 14th day of March 1907, the exclusive management of, and full jurisdiction over, the said lands for so long as the said lands are used for the purpose aforementioned.

V. P. MADHAVARAO,

Dewan of Mysore.

SCHEDULE E *Collectively.*

No $\frac{1046}{\text{Ed. (90-04)-11}}$.

From—B. K. VENKATA VARADA IYENGAR, ESQ.,

Secretary to the Government of His Highness the Maharaja of Mysore, General and Revenue Department,

To—B. J. PADSHAH, ESQ.,

Honorary Secretary,

Provisional Committee for the Indian Institute of Research, Bombay.

Bangalore, the 26th July, 1905.

GENERAL AND REVENUE SECRETARIAT.

SIR,

I am directed to acknowledge the receipt of your letter, dated the 25th April, 1905, as well as Mr. D. J. Tata's letter of the 5th May last, representing again that the Mysore Government grant to Mr. Tata's Indian Institute of Research is insufficient, and requesting for an increase. In reply, I am to state that the Government of Mysore consider that the facts and figures now furnished in your letter go to show that the estimate of expenditure made by Sir William Ramsay and Professor Masson and Colonel Clibborn do not include all the items to be provided,

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE CHARITABLE ENDOWMENTS ACT, 1890 (VI OF 1890).

Vesting of property of the Tata Institute of Research of India in the Treasurer of Charitable Endowments, Bombay, and its location near Bangalore—*contd.*

and that they are in some cases under estimate also. At the same time, it is found that in their letter of the 28th February last to the Bombay Government, the Government of India have stated that the endowments yield annually Rs. 1,25,000, and that this amount, with the Mysore grant of Rs. 30,000 and the Government of India grant of Rs. 77,500 (total Rs. 2,32,500) is sufficiently liberal for the present purposes of the Institute. In the same paragraph the Government of India have also expressed themselves willing to raise their contribution to $1\frac{1}{2}$ lakhs of rupees as other assets increase. In these circumstances, the Government of His Highness the Maharaja of Mysore consider that it is enough to raise the Mysore grant from Rs. 30,000 to Rs. 50,000 per annum, and they are accordingly pleased to offer this latter amount, provided no further increase is asked for or expected, and the location of the Institute is in Bangalore.

I have the honour to be,

SIR,

Your most obedient servant,
(Sd.) B. K. VENKATA,
Secretary.

No. $\frac{6723}{\text{E.I. (40-05)-5}}$

From—B. K. VENKATA VARADA IYENGAR, ESQ.,
Secretary to the Government of His Highness the Maharaja of Mysore, General and Revenue Department,

To—B. J. PADSHAH, ESQ.,
Honorary Secretary,
Provisional Committee for the Indian Institute of Research, Bombay.

Bangalore, dated the $\frac{26th}{28th}$ December, 1905.

GENERAL AND REVENUE SECRETARIAT.

SIR,

Adverting to your letters dated the 31st July and 15th December, 1905, regarding the time during which the Mysore grant to the Indian

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE CHARITABLE ENDOWMENTS ACT, 1890 (VI OF 1890).

Vesting of property of the Tata Institute of Research of India in the Treasurer of Charitable Endowments, Bombay, and its location near Bangalore—*contd.*

Institute of Research is tenable, I am directed to state that the annual grant of Rs. 50,000 is *without any limit of time,* but is contingent upon the location of the Institute in Bangalore as already intimated in the letter of the 7th August, 1905, addressed to you by the Dewan of Mysore.

I have the honour to be,

SIR,

Your most obedient servant,

(Sd.) H.

for *Secretary.*

SCHEDULE F.

OFFICE OF THE DEWAN OF MYSORE,
Dated Bangalore, 16th November, 1901.

From—H. V. NANJUNDAYYA, ESQ.,
Secretary to the Government of Mysore,
General and Revenue Department,

To—B. J. PADSHAH. ESQ.,
Honorary Secretary,
Provisional Committee for the Institute of Research.

SIR,

I am directed to acknowledge your letter, dated 13th November, 1901, and to thank you for conveying the information that Professor Masson and Colonel Clibborn have authorised you to say that any plan they might suggest will not depart from the principles laid down by Professor Ramsay in his report, and that their plan will lose sight neither of the industrial aspects of Scientific research nor the duty of linking Scientific research with the special problems which the surroundings of the Institute, whatever its home, naturally offer for solution.

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE CHARITABLE ENDOWMENTS ACT, 1890 (VI OF 1890).

Vesting of property of the Tata Institute of Research of India in the Treasurer of Charitable Endowments, Bombay, and its location near Bangalore—*contd.*

2. I send herewith a plan of the site. You will find that the extent is 371 acres and 11 guntas, of which 37 acres and 24 guntas are now under occupation, and will be acquired if needed for the purposes of the Institute. This, it may be observed, is the first time that the site to be handed over to the Institute has been located definitely, and it is satisfactory that Colonel Clibborn and Professor Masson found the land acceptable both on account of its position and the other advantages which it commands. This site, together with the buildings to be constructed thereon, will be absolutely at the disposal of the Provisional Committee, and of the governing body of the Institute, so long as the purposes for which the grant is made are being substantially fulfilled.

3. With regard to the question of transferring jurisdiction to the Government of India, I am to state that this matter will form the subject of a communication to the Honourable the British Resident in Mysore, along with the share which should be reserved to the Government of Mysore in the management of the Institution.

4. The sum of five lakhs will be provided for building as soon as the arrangements to start work are completed; and the Government would go further and undertake to get the work done under the superintendence of its public works officers according to properly approved plans, if such a course would be considered an additional help.

5. Concerning the request for an annual grant for maintenance, Government have already placed you in possession of their views, and would communicate again on the subject after learning the results of further development of the scheme, and the final shape that it would assume under the sanction of the Government of India.

In conclusion, I am to assure you of the continued interest of the Mysore Government in the success of the scheme, which they trust will soon be inaugurated on a satisfactory basis.

I have the honour to be,

SIR,

Your most obedient servant,

(Sd.) H. V. NANJUNAYYA,

Secretary.

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE CHARITABLE ENDOWMENTS ACT, 1890 (VI OF 1890).

Vesting of property of the Tata Institute of Research of India in the Treasurer of Charitable Endowments, Bombay, and its location near Bangalore—*contd.*

SCHEDULE G.

Extract from letter from the Government of India, to the Government of Bombay, No. 156, dated 28th February, 1905.

* * * * * *

5. The question of the financial resources immediately available for starting the Institute is examined in paragraphs 15 to 18 of my letter of 1st May, 1903. The Government of India then undertook (in addition to the annual grant of £2,000 which they had already promised) to contribute for a period of ten years any further sum that might be required to make up, together with the Mysore grant, one-third of the current expenditure of any year subject to a maximum of £5,000. It was subsequently explained that the Government of India grant would take either of the following forms according as the Provisional Committee might elect, but that the election once made would hold good for the term of ten years—

(*a*) an annual grant for ten years equal in amount to the Mysore grant, but subject to a maximum of Rs. 50,000, or

(*b*) a grant in each of the ten years equal to one-third of the total expenditure of the year less Rs. 30,000, subject to a minimum of Rs. 30,000, and a maximum of Rs. 45,000.

It was added that no expenditure upon travelling fellowships could be included in the total expenditure of the year. Liberal as was the aid thus promised, the Government of India, after personal consultation with Mr. Dorabji J. Tata, have now reconsidered the matter, and have agreed to increase it substantially. Rule 6 of the grant-in-aid code for schools and colleges in Bombay lays down that a Government grant-in-aid shall in no case exceed half of the local assets or one-third of the total expenditure of an institution during the previous official year. Applying this rule to the statement of sums available for current expenditure given in paragraph 16 (2) of my letter of 1st May, 1903, the Government of India are willing to regard as local assets the sum of Rs. 1,25,000 derived from the endowment properties and the grant-in-aid of Rs. 30,000 promised by the Mysore Durbar, in all Rs. 1,55,000; and to make a grant-in-aid of one-half of this sum or Rs. 77,500 being the maximum admissible under the rule cited above. This will be given without limit of time, subject merely to the condition that the scheme of management of the institution is approved as regards its general principles by the Government of India, and is conformed to by the governing body of the Institute. They are further willing to raise their contributions from time to time, as the local assets available increase by endowments or contributions, provided that the amount of the grant shall

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE CHARITABLE ENDOWMENTS ACT, 1890 (VI OF 1890).

Vesting of property of the Tata Institute of Research of India in the Treasurer of Charitable Endowments, Bombay, and its location near Bangalore—*contd.*

not exceed one-half of the local assets, and shall be subject to a maximum of Rs. 1,50,000. The term "local assets" will be limited to permanent contributions from private individuals or Native States based upon assignments of capital funds, and will not be held to include subsidies from Local Governments or occasional subscriptions of a temporary character. The immediate effect of this concession will be that the Institute will have available for the purpose of its operations a working income of Rs. 2,32,500 as compared with Rs. 1,75,000 mentioned by Sir William Ramsay in the report referred to in my letter of 1st May, 1903, as the minimum sum required for an adequate commencement. It is believed that with an assured income of this amount the governing body will be in a position to procure the most competent teachers of the subjects dealt with in the Institute, to retain their services for long periods, and to found research scholarships for the encouragement of students. They will in fact be able to carry on their operations on a scale commensurate with the high aims which the founder of the endowment is believed to have had in view.

6. The initial expenditure accepted by the Provisional Committee of the Institute as sufficient to provide the buildings and fittings required is stated in paragraph 15 of my letter of 1st May 1903 to amount to Rs. 6,57,600. Towards this the Mysore State have undertaken to contribute Rs. 5,00,000, and have promised to allow their Public Works Department to assist in designing and constructing the buildings. In May, 1903, the Government of India expressed their willingness to contribute a sum of Rs. 1,00,000. They have now decided, following the analogy of the grant-in-aid rule quoted above, to offer a contribution of one-half of the Mysore grant of Rs. 5,00,000. Thus the governing body of the Institute will at once have at their disposal Rs. 7,50,000 for the purpose of constructing buildings estimated to cost Rs. 6,57,000.

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SCHEDULE H.

In the matter of the Charitable Endowments Act (VI of 1890) and

In the matter of the *Indian Institute of Science.*

Scheme for the Administration and Management of the Properties and Funds of the Indian Institute of Science.

WHEREAS by a Vesting Order made by the Governor General of India in Council under the powers conferred by the Charitable Endow-

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE CHARITABLE ENDOWMENTS ACT, 1890 (VI OF 1890).

Vesting of property of the Tata Institute of Research of India in the Treasurer of Charitable Endowments, Bombay, and its location near Bangalore—*contd.*

ments Act (VI of 1890), by notification[1] No. 433 in the *Gazette of India* published on the twenty-seventh day of May, 1909, certain immoveable properties in Bombay (particularly described in Schedule *A* to the said Vesting Order) were on the application of Dorabjee Jamsetjee Tata and Ruttonjee Jamsetjee Tata vested in the Treasurer of Charitable Endowments for the Territories subject to the Government of Bombay upon the terms as to the application of the same and the income thereof therein set forth, that is to say, that the income of the said properties or of any other investments for which they may be exchanged under section 10 of the Charitable Endowments Act, 1890, shall be collected and received by the persons appointed for the purpose under a Scheme therein referred to and settled under section 5 of the said Act being this present Scheme and applied in accordance with the provisions of such Scheme. NOW it is hereby declared that the terms of the Scheme so settled as aforesaid are as follows:—

1. The corpus of the immoveable properties in Bombay particularly described in Schedule A hereto annexed shall remain intact subject only to a power of realisation for the purposes of changes of investment. Such changes the said Treasurer of Charitable Endowments shall be at liberty to make, but only on the recommendation of the Board of Management hereinafter mentioned and in accordance with section 10 of the Charitable Endowments Act and not otherwise.

2. The net income of the said properties or of any other investments for which they may be exchanged shall be devoted to the establishment and maintenance of the said Institute, and shall be collected and received as hereinafter mentioned, and paid to the Council hereinafter mentioned.

3. The object of the Institute shall be to establish Chairs and Lectureships in Science and Arts especially with a view to the promotion of original investigations in all branches of knowledge and their utilisation for the benefit of India, and to provide and to assist in the provision of suitable libraries, laboratories, and all other necessary appliances.

4. The Institute shall have the power to take over from Government and other public bodies or private individuals willing to transfer the same all such libraries, laboratories, museums, collections, together with any endowments or other funds

[1] *Supra*, p. [illegible]

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE CHARITABLE ENDOWMENTS ACT, 1890 (VI OF 1890).

Vesting of property of the Tata Institute of Research of India in the Treasurer of Charitable Endowments, Bombay, and its location near Bangalore—*contd.*

appertaining to them, together with any attendant obligations and engagements, if any, provided always that the Institute does not become affiliated to or grant affiliation to or incur responsibility for other institutions.

5. The Institute shall have power *to apply to students at any time* preliminary to or during the time that they are attendant on its courses such tests as shall be from time to time prescribed. It shall have the power to confer the title of Fellow or Associate and to endow such Fellowships or Associateships and to grant certificates to students who have completed the prescribed courses of study.

6. The management of the Institute shall vest in—

   (*a*) The Patron and the Vice-Patrons.

   (*b*) A Court of Visitors.

   (*c*) A Council.

   (*d*) A Senate.

7. His Excellency the Viceroy of India for the time being shall be *ex-officio* Patron of the Institute.

8. The Heads of the Local Governments of India for the time being shall be *ex-officio* Vice-Patrons of the Institute.

9. The Court of Visitors shall consist of the following persons, namely:—

   Firstly.—Two representatives of the Government of India.

   Secondly.—Two representatives of the Government of His Highness the Maharaja of Mysore.

   Thirdly.—The said Dorabjee Jamsetjee Tata during his life and after his death and during the life of such person as shall be appointed or indicated in that behalf in any instrument in writing executed by him during his lifetime or in his last will or any codicil thereto the nominee of such person.

   Fourthly.—The said Ruttonjee Jamsetjee Tata during his life and after his death and during the life of such person as shall be appointed or indicated in that behalf in any instrument in writing executed by him during his life-time or by his last will or any codicil thereto the nominee of such person.

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE CHARITABLE ENDOWMENTS ACT, 1890 (VI OF 1890).

Vesting of property of the Tata Institute of Research of India in the Treasurer of Charitable Endowments, Bombay, and its location near Bangalore—*contd.*

Fifthly.—Two representatives of the said Dorabjee Jamsetjee Tata and Ruttonjee Jamsetjee Tata or the survivor of them or after their death of the nearest major male descendant for the time being of Nusserwanjee Ruttonjee Tata, the father of the said Jamsetjee Nusserwanjee Tata, or, if there be more than one such major male descendant in an equal degree of propinquity to the said Nusserwanjee Ruttonjee Tata, then of the eldest of such male descendants in the eldest line from the said Nusserwanjee Ruttonjee Tata. In the case of dispute as to who shall be called such descendant for the purpose of the nomination aforesaid, the same shall be referred to the Patron whose decision shall be binding and conclusive.

Sixthly.—One nominee of each donor of a capital sum of not less than Rs. 2,00,000.

Seventhly.—One nominee of each person who shall agree to pay annually a sum of not less than Rs. 15,000, for a period of not less than five years. The right of nomination shall not extend beyond the period of such donation.

Eighthly.—Persons appointed by the Patron not exceeding six in number.

Ninthly.—One person appointed by each of the Vice-Patrons.

Tenthly.—The Director-General of Education in India for the time being and the Directors of Public Instruction to the Local Governments of India for the time being.

Eleventhly.—The Director and all the Professors but not the Assistant Professors of the Institute.

Twelfthly.—One representative elected by the Senate of each of the Universities of India established and incorporated by Act of the Governor General of India in Council.

Thirteenthly.—Representatives of Science and learning in India not exceeding ten in number elected by the Council.

art II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE CHARITABLE ENDOWMENTS ACT, 1890 (VI OF 1890).

esting of property of the Tata Institute of Research of India in the Treasurer of Charitable Endowments, Bombay, and its location near Bangalore—*contd.*

10. The Council shall consist of the following persons, namely:—

Firstly.—The Director *ex-officio.*

Secondly.—Professors (but not the Assistant Professors) of the Institute, not exceeding four in number nominated by the Senate.

Thirdly.—One representative of the Government of India.

Fourthly.—One representative of the Government of His Highness the Maharaja of Mysore.

Fifthly.—One representative of the said Dorabjee Jamsetjee Tata and after his death the representative of such person or persons as shall be appointed or indicated or after the death of such appointee in that behalf by any instrument in writing executed by him during his life-time or by his last will or any codicil thereto, and in default of such appointment or indication, representative of the nearest major male descendant for the time being of Nusserwanjee Ruttonjee Tata, the father of the said Jamsetjee Nusserwanjee Tata, or, if there be more than one such major male descendant in an equal degree of propinquity to the said Nusserwanjee Ruttonjee Tata, then of the eldest of such male descendants in the eldest line from the said Nusserwanjee Ruttonjee Tata in the case of dispute as to who shall be called such descendant for the purpose of the nomination aforesaid, the same shall be referred to the Patron whose decision shall be binding and conclusive.

Sixthly.—One representative of the said Ruttonjee Jamsetjee Tata and after his death the representative of such person or persons as shall be appointed or indicated or after the death of such appointee in that behalf by any instrument in writing executed by him during his life-time or by his last will or any codicil thereto, and in default of such appointment or indication, the representative of the nearest major male descendant for the time being of Nusserwanjee Ruttonjee Tata, the father of the said Jamsetjee Nusserwanjee Tata, or, if

THE CHARITABLE ENDOWMENTS ACT, 1890 (VI OF 1890).

Vesting of property of the Tata Institute of Research of India in the Treasurer of Charitable Endowments, Bombay, and its location near Bangalore—*contd.*

there be more than one such major male descendant in an equal degree of propinquity to the said Nusserwanjee Ruttonjee Tata, then of the eldest of such male descendants in the eldest line from the said Nusserwanjee Ruttonjee Tata. In the case of dispute as to who shall be called such descendant for the purpose of the nomination aforesaid, the same shall be referred to the Patron whose decision shall be binding and conclusive.

Seventhly.—Three nominees of the Court of Visitors.

11. The Senate shall consist of the Director as Chairman, the Professors, and such Assistant Professors and readers as the Council acting on the recommendation of the Senate may appoint.

12. The administration of the properties in Bombay shall be vested in a Board of Management consisting of—

Firstly.—The Collector of Bombay for the time being or such other officer as the Government of Bombay may appoint.

Secondly.—One representative of the said Dorabjee Jamsetjee Tata and Ruttonjee Jamsetjee Tata or of the survivor of them or after their death of the nearest major male descendant for the time being of Nusserwanjee Ruttonjee Tata, the father of the said Jamsetjee Nusserwanjee Tata, or, if there shall be more than one such male descendant in an equal degree of propinquity to the said Nusserwanjee Ruttonjee Tata, then of the eldest of such male descendants in the eldest line from the said Nusserwanjee Ruttonjee Tata. In the case of dispute as to who shall be called such descendant for the purpose aforesaid, the same shall be referred to the Patron whose decision shall be binding and conclusive.

Thirdly.—One nominee of the Government of Bombay who shall be a merchant of high standing resident in Bombay.

13. Every member of the Court of Visitors, other than *ex-officio* members, shall hold office for five years from the commencement of the year in which the appointment is made, and at

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE CHARITABLE ENDOWMENTS ACT, 1890 (VI OF 1890).

Vesting of property of the Tata Institute of Research of India in the Treasurer of Charitable Endowments, Bombay, and its location near Bangalore—*contd.*

the end of his term of office shall be eligible for re-appointment, but in order to obviate difficulties owing to the demission from office of all the members other than *ex-officio* members at one time, certain of those first appointed shall hold office as follows:—

(*a*) Those persons first appointed by the Patron shall hold office for four years.

(*b*) Those persons first appointed by the Vice-Patrons shall hold office for three years.

14. Every member of the Council not being an *ex-officio* member shall hold office for three years from the commencement of the year in which the appointment was made, and at the end of each term of office shall be eligible for re-appointment.

15. Every member of the Board of Management shall hold office for three years from the date of his appointment, and at the end of each term of office shall be eligible for re-appointment.

16. Any member of the Court of Visitors except the said Dorabjee Jamsetjee Tata and Ruttonjee Jamsetjee Tata or any member of the Council or of the Board of Management who is continuously absent from India for more than one year shall be considered to have resigned his office. In the case in which the appointment is made or confirmed by the Patron, he shall have power to re-instate the individual holding the appointment in his office.

17. In the event of the death or resignation of any of the persons of whom the Court of Visitors, the Council or the Board of Management shall consist before the term of office of such persons has expired, the person or authority by whom the original appointment was made may appoint another person to hold office for the unexpired residue of the term for which the person dying or resigning was originally appointed.

18. No vacancy in the Court of Visitors, the Council or the Board of Management shall invalidate the acts done or the business transacted by those bodies during the period of vacancy or vacancies, and all acts done or business transacted by the members of the Court of Visitors or of the Council or of the Board of Management, as the case may be, present at a meeting, shall be valid notwithstanding any defect there may be in the constitution of such Court, Council or Board.

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE CHARITABLE ENDOWMENTS ACT, 1890 (VI OF 1890).

Vesting of property of the Tata Institute of Research of India in the Treasurer of Charitable Endowments, Bombay, and its location near Bangalore—*contd.*

19. The Council shall be the executive body of the Institute subject to the conditions laid down in these regulations.
20. Subject to these regulations the Council shall frame bye-laws dealing with the following matters:—
    (1) The quorum to be required at meetings of the Council and Senate and the conduct of business at such meetings.
    (2) The date of commencement and the duration of the Session of the Institute and the date of commencement and duration of the terms into which the Session may be divided.
    (3) The finances, investments and accounts of the Institute.
    (4) The payment and amount of fees to be exacted within the Institute.
    (5) The terms and tenure of appointment, duties, emoluments, allowances and superannuation allowances of the Director, the Professors and other officers of the Institute and its permanent servants.
    (6) The rules of discipline to be observed within the Institute.
    (7) The courses of study and research within the Institute.
    (8) The award of Certificates and of the title of Fellow or Associate whether honorary or endowed.
    (9) The admission of students to the Institute.
    (10) The person or persons by whom and the form in which contracts by or on behalf of the Institute may be entered into varied or discharged and documents signed or executed.
    (11) All such other matters as may be required or authorised under these regulations.

Such bye-laws and any additions to or alteration in the same when sanctioned by the Patron shall be effective and binding, and subject thereto four members of the Council or two members of the Senate shall form a quorum.

21. The net income derived from the properties as provided in clause 39 of these regulations from the grants made to the Institute by the Government of India and by the Government of His Highness the Maharaja of Mysore and from all

THE CHARITABLE ENDOWMENTS ACT, 1890 (VI OF 1890).

Vesting of property of the Tata Institute of Research of India in the Treasurer of Charitable Endowments, Bombay, and its location near Bangalore—*contd.*

other sources shall be received by the Council and shall be dealt with in the manner provided in these regulations or under bye-laws. The Council shall regulate the expenditure and manage the accounts of the Institute which shall be audited annually and in such a manner as the Patron shall direct.

22. Any subscriptions or annual donations for the purposes of the Institute shall be received by the Council and shall be treated as part of the income for the year in which they are received. No subscriptions or donations shall be accepted if they are accompanied by conditions inconsistent or in conflict with the nature, objects and provisions of this Scheme.

23. The Council shall have charge of the unapplied income belonging to the Institute, and shall have power to utilise such unapplied income in the purchase of Government Promissory Notes or other public Securities admissible under the Indian Trusts Act which shall be vested in the said Treasurer. Such unapplied income shall be available for expenditure in the next or in any subsequent year, but it shall not be taken into account in calculating the amount to be contributed in such subsequent years by the Government of India.

24. The Council shall have the power to accept funds or properties for the purposes of endowment of the Institute provided that such funds or properties are unaccompanied by conditions inconsistent with the nature, objects or provisions of this scheme. Such funds or properties shall be vested in the said Treasurer under the terms and conditions as to the application thereof provided in section 2 of these regulations.

25. The Council shall for every appointment of a Director subsequent to the appointment of DR. MORRIS W. TRAVERS, F.R.S., who is hereby appointed the first Director of the Institute with effect from the 16th November, 1906, and also of a Professor in any branch of learning for which a Chair exists or is created subsequent to the appointment of DR. A. HAY, D.Sc., M.I.E.E., Professor of Electrical Technology, and NORMAN S. RUDOLF, Esq., M.Sc., F.I.C., Professor of applied Chemistry, who are hereby appointed to be Professor of Electrical Technology and applied Chemistry respectively, with effect from the 30th January,

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE CHARITABLE ENDOWMENTS ACT, 1890 (VI OF 1890).

Vesting of property of the Tata Institute of Research of India in the Treasurer of Charitable Endowments, Bombay, and its location near Bangalore— *contd.*

1908, nominate a Committee to assemble in England. Two members of such Committee shall whenever practicable be representatives of that branch of learning in which the appointment is to be made. The Committee shall send a name or names together with their recommendations to the Council.

26. The Senate may suggest to the Council the name of any person teaching or superintending a course of study or research in connection with the Institute for the appointment referred to in the last section, and the Council shall submit such suggestion to the Committee.

27. The Council shall make the appointment from among the persons so recommended, and such appointments shall be subject to confirmation by the Patron.

28. Appointments on the teaching staff below the rank of a Professor shall be made by the Council subject to confirmation by the Patron. In making such appointments, the Council shall consider the recommendations of the Senate.

29. In cases in which financial or other considerations do not admit of the appointment of a Professor or an assistant Professor, the Council acting on the recommendation of the Senate may appoint a Reader in any Branch of learning for a limited period.

30. The Council shall regulate the admission to the Institute of students and of other persons who may apply for permission to make use of its laboratories and libraries. Certificates of study shall be granted by the Council, and Fellowships shall be conferred subject to confirmation by the Patron.

31. The Council may on its own initiative suspend any Student, Fellow or Member of the Teaching Staff of the Institute, and may also dismiss any Student, Fellow or Member of the Teaching Staff other than the Director or a Professor, but no Director or Professor shall be dismissed without the sanction of the Patron. On requisition being made by the Standing Committee hereinafter constituted to the Patron in that behalf and on such requisition being approved by him and communicated to the Council, the Council shall, pending inquiry, suspend any Student, Fellow or Member of the Teaching Staff including the Director and the Professors, and after inquiry has been made in the manner

THE CHARITABLE ENDOWMENTS ACT, 1890 (VI OF 1890).

Vesting of property of the Tata Institute of Research of India in the Treasurer of Charitable Endowments, Bombay, and its location near Bangalore—*contd.*

provided in section 34 of these regulations, the Patron may order the dismissal of such person.

32. Subject to confirmation by the Patron, the Council may remove from the Register of the Institute the name of any person entered thereon who shall have been convicted of what in their opinion constitutes a serious offence.

33. Not later than six weeks after the commencement of the first term of each session as prescribed by Bye-laws, the Council shall submit to the Patron, to the Vice-Patrons and to each Member of the Court of Visitors a report which shall include—

(*a*) An account of the work of the Institute for the previous session.

(*b*) An audited balance-sheet showing the income and expenditure for the previous session.

(*c*) A budget estimate for the current session.

(*d*) A copy of the report submitted by the Board of Management.

34. Either on his own initiative or on the receipt of a requisition signed by at least five members of the Court of Visitors desiring that any matter relating to the Institute be the subject of inquiry, the Patron may order—

(*a*) that a Committee appointed by him from among the Members of the Court of Visitors shall meet at such time and place as he shall appoint to consider and to report to him on the matter, or

(*b*) that the matter be referred to the Royal Society for their opinion, or

(*c*) that the matter be referred to the Council for their opinion.

On the receipt of the report from the Committee of the Court of Visitors, from the Royal Society or from the Council as the case may be, the Patron shall pass such orders as he may think fit, and that order shall be final.

35. There shall be a Standing Committee of the Court of Visitors to be from time to time nominated from amongst the

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE CHARITABLE ENDOWMENTS ACT, 1890 (VI OF 1890).

Vesting of property of the Tata Institute of Research of India in the Treasurer of Charitable Endowments, Bombay, and its location near Bangalore—*contd.*

members of the Court as follows, namely, one who shall be the Chairman, by the Patron, one by the Government of India, one by the Mysore Government, and one by the said Messrs. Dorabjee Jamsetjee Tata and Ruttonjee Jamsetjee Tata or the survivor of them, and after the death of such survivor by any person appointed in that behalf by such survivor in any instrument in writing executed by him during his life-time or in his last will or any codicil thereto, and in default of such appointment or indication or after the death of such appointee, by the nearest major male descendant for the time being of Nusserwanjee Ruttonjee Tata, the father of the said Jamsetjee Nusserwanjee Tata, or, if there be more than one such major male descendant in equal degree of propinquity to the said Nusserwanjee Ruttonjee Tata, then the eldest of such male descendants in the eldest line from the said Nusserwanjee Ruttonjee Tata. (In the case of dispute as to who shall be called such descendant for the purpose of the nomination as aforesaid, the same shall be referred to the Patron whose decision shall be effective and binding): Provided that members of the Court, who are also Members of the Council, shall not be eligible to serve on the Standing Committee. In each Session not later than six weeks after the receipt of the report mentioned in clause 33 of these regulations, the members of the said Committee shall meet at such place as may be fixed by the Chairman to consider the said report and any other matter connected with the Institute. The said Committee shall have power from time to time to require the Council to furnish such information or particulars in connection with the Institute as may be considered necessary. The said Committee may make recommendations to the Council or the Patron. Whenever the said Committee are of opinion that any matter in connection with the Institute requires investigation or inquiry (the said Committee shall report to the Patron who may then appoint a Special Committee to make such investigation or inquiry), and on the receipt of the report of such Special Committee, the Patron shall pass such orders as may be necessary, and such orders shall be final. No extraordinary expenditure, that is to say, expenditure over and above the usual recurring expenditure that may be budgetted for any Session, shall be made if the Standing Committee communicates to the Council its resolution

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE CHARITABLE ENDOWMENTS ACT, 1890 (VI OF 1890).

Vesting of property of the Tata Institute of Research of India in the Treasurer of Charitable Endowments, Bombay, and its location near Bangalore—*contd.*

that such expenditure shall not be incurred until after it has had an opportunity of communicating with the Patron thereon and until after such expenditure is eventually sanctioned by the Patron. If in any Session the Council has in view any such extraordinary expenditure for the next Session, it shall at once communicate the same to the Standing Committee with such particulars as may be necessary so as to give the Standing Committee sufficient time to consider the same, and if need be to report thereon to the Patron before such expenditure shall be made. The provisions of clauses 14, 16, 17 and 18 shall apply to the Standing Committee.

36. All communications between the Council and the Senate or between the Vice-Patrons, the Members of the Court of Visitors and the Council shall be carried on through the Director. All communications from the Court of Visitors or from the Council to the Patron shall be addressed through the Director. The Standing Committee of the Court of Visitors may communicate directly with the Patron.

37. The Director shall act as recorder to the Institute and shall have charge of all documents relating to the Institute other than those appertaining to the Board of Management.

38. Subject to review by the Council the Senate shall have charge and general regulation of teaching and research within the Institute, and may report to the Council or through the Council to the Patron, Vice-Patrons or Court of Visitors upon any matter connected with teaching or research.

39. The Board of Management shall look after and manage all the aforesaid endowment properties, collect the rents and other income thereof, and make thereout all necessary and proper disbursements and also ascertain and set aside the amounts for sinking fund, substantial repair fund, ground rent fund and other necessary funds to make provisions for future contingencies in connection with the endowment properties which the Board shall consider necessary or proper, and shall pay the net rents or other income to the Council, and shall otherwise administer the said properties, and act in the administration of the trust. The Board shall furnish to the said Treasurer such information and abstracts of accounts as may from time to time be required by him.

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE CHARITABLE ENDOWMENTS ACT, 1890 (VI OF 1890).

Vesting of property of the Tata Institute of Research of India in the Treasurer of Charitable Endowments, Bombay, and its location near Bangalore—*contd.*

The funds set aside as aforesaid shall, until their utilization, be invested in the purchase of Government of India Promissory Notes or other public securities admissible under the Indian Trusts Act. The Board shall be at liberty from time to time to expend out of all or any of these funds such sum or sums of money as it may consider necessary or proper for improvements in, and alterations and additions to, the endowment properties. With regard to such of the endowment properties as are leaseholds the Board will arrange for payment of rents, for carrying out repairs, for insurance and generally for performance and observance of the covenants on the Lessee's part contained in the Leases under which the properties are held.

40. The Board shall hold at least one meeting every month with a maximum of three meetings per month, and the fee of each member for each meeting attended by him shall be Rs. 30. The Board shall render an account of their management to the Council once every year.

41. The Board shall once every year cause all the endowment properties to be surveyed and certified as to their state and condition by the Presidency Executive Engineer or by some other competent Architect or Engineer not connected with the management of the same.

42. All acts done and engagements entered into hitherto for the purposes of the Institute by Dr. Morris W. Travers, F.R.S., the first Director of the Institute, with the authority and sanction of the said Dorabjee Jamsetjee Tata and Ruttonjee Jamsetjee Tata or of the Provisional Committee appointed at the request of the said Dorabjee Jamsetjee Tata and Ruttonjee Jamsetjee Tata prior to the notification of this Scheme to conduct the affairs of the Institute until such notification shall be binding upon the Institute.

43. The said Dorabjee Jamsetjee Tata and Ruttonjee Jamsetjee Tata have agreed to give a guarantee in the sum of Rs. 8,000 per annum to be secured upon certain immoveable property belonging to them and situated at Khar Road in Bandora, District Thana, in the Bombay Presidency, for the purpose of making up out of the same any deficit that may occur in the net annual income of the said endowment properties described in Schedule *A* to the said Vesting Order upon the terms and conditions set forth in Schedule *B* hereto.

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE CHARITABLE ENDOWMENTS ACT, 1890 (VI OF 1890).

Vesting of property of the Tata Institute of Research of India in the Treasurer of Charitable Endowments, Bombay, and its location near Bangalore—*concld.*

44. None of the provisions of this Scheme shall at any time hereafter be added to, altered or varied during the lives of the said Dorabjee Jamsetjee Tata and the said Ruttonjee Jamsetjee Tata without their consent or during the life of the survivor of them without his consent or after the death of such survivor and during the life of the person appointed by such survivor to nominate representatives on the Standing Committee of the Court of Visitors as provided in clause 35 without the consent of such person.

[*See* Gazette of India, 1909, Pt. I, p. 405.]

Rules for the administration of the Indian People's Famine Trust.

No. 1616-F., dated the 25th July, 1900.—Whereas application has been made to the Governor General in Council by His Highness Saramad-i-Rajaha-i-Hindustan Raj Rajindra Sri Maharajadhiraj Sawai Sir Madho Singh Bahadur, G.C.S.I., G.C.I.E., Maharaja of Jaipur, the donor of the proposed Endowment Fund, that promissory notes of the Government of India to the amount of Rs. 15,00,000 be vested in the Treasurer of Charitable Endowments appointed under the Charitable Endowments Act, 1890 (VI of 1890), for the territories subject to the Lieutenant-Governor of Bengal (hereinafter referred to as "the Treasurer"), and that the income arising from the same be applied for the purposes of charitable relief in seasons of general distress;

And whereas the terms of the scheme of administration of the income arising from the said property were published in the *Gazette of India* on the 2nd day of June, 1900, together with notice that an order was proposed to be made by the Governor General in Council vesting the said property in the said Treasurer and settling the scheme for the administration of the same, and further stating that any objection to the proposed order or suggestions thereon should be transmitted in writing to the Secretary to the Government of India in the Foreign Department by the 2nd day of July, 1900, on which date the proposed scheme will be taken into further consideration;

And whereas the said scheme has been taken into further consideration accordingly, together with all the objections and suggestions transmitted and received in the manner aforesaid;

The Governor General in Council hereby orders that the said promissory notes of the Government of India to the amount of Rs. 15,00,000 be

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE CHARITABLE ENDOWMENTS ACT, 1890 (VI OF 1890).

Rules for the administration of the Indian People's Famine Trust—*contd.*

and the same are vested in the Treasurer aforesaid, on the terms hereinafter stated as to the application of the income of the said property, such terms having been agreed upon by the Governor General in Council and the said Maharaja of Jaipur.

Rules for the administration of the Trust.

1. The Trust shall be known as the Indian People's Famine Trust.

2. The purpose of the Trust shall be the alleviation by grants of money or otherwise of general distress caused by failure or destruction of the crops or by any calamity of like nature either in British India or in any Native States.

3. The income of the securities so as aforesaid vested in the Treasurer and of such other securities (if any) as may at any time hereafter be in like manner so vested for the purpose of the Trust shall be administered by a Board of Management (hereinafter referred to as "the Board") consisting of the following persons:

(*a*) Five persons appointed by the Governor General in Council of whom three shall be in the executive service of the Government.

(*b*) Five persons appointed respectively by the Local Governments of Madras, Bombay, Bengal, the North-Western Provinces and Oudh and the Punjab.

(*c*) Two persons appointed respectively by the Agents to the Governor General in Rajputana and Central India.

(*d*) One person appointed by His Highness the Maharaja of Jaipur for the time being.

(*e*) Any persons becoming life-members under clause 14.

The Governor General in Council shall also appoint the Chairman of the Board from among the members, [1][and subject to the provisions hereinafter contained in the first proviso to rule 4 may, during the absence from India of such Chairman in like manner, appoint an acting Chairman to exercise and discharge all or any of the powers and duties conferred or imposed upon a Chairman by these rules or by any bye-law or order framed or issued thereunder].

4. Each appointed member of the Board shall hold office during the pleasure of the authority by whom he has been appointed:

[1] Added by Notification No. 1321—41-10, dated the 5th June, 1902, *see* Gazette of India, 1902, Pt. I, p. 413

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

The Charitable Endowments Act, 1890 (VI of 1890).

Rules for the administration of the Indian People's Famine Trust—*contd.*

Provided that a member who is absent from India for a period exceeding eight months shall cease to be a member of the Board, but may, notwithstanding, be re-appointed thereto on a vacancy hereafter occurring. Provided also that any member may resign his place at the Board, by notice in writing, addressed to the Chairman.

5. During any vacancy in the Board the continuing members may act as if no vacancy had occurred.

6. The Chairman may convene meetings of the Board at such times and places as he may consider necessary and convenient for the transaction of business, and at all meetings four members shall form a quorum.

7. The Board shall frame bye-laws for the regulation of its proceedings, the maintenance of accounts, and the like.

8. No grant of the relief of distress shall at any time be made by the Board, unless and until the existence of general and severe privation over a considerable area has been notified to it by the Governor General in Council.

9. When the existence of distress has been so notified to the Board, the Board, after considering all the information regarding it which may have been transmitted by the Governor General in Council or by the Local Government or Native State in which the distress exists, may, if it think fit, make a grant for relief.

10. Before paying over the amount of any such grant, the Board shall satisfy itself that the money granted will be expended in one or more of the following ways, namely:—

Firstly.—In supplementing the subsistence ration of the Famine Codes by the addition of the small comforts whether of food or of clothing for the aged or infirm, for patients in hospitals, for children, and the like.

Secondly.—In providing for the maintenance of orphans.

Thirdly.—In relieving *pardahnashin* women and persons in distressed circumstances who by social or caste conditions are debarred from applying for State relief and from submitting to the ordinary tests of distress prescribed in the Famine Codes.

Fourthly.—In helping to re-establish impoverished agriculturists and others who have lost substantially the whole of their capital in the period of distress, and thereby giving them a fresh start in life.

Fifthly.—In providing for any object specially recommended to the Board by the Governor General in Council.

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE CHARITABLE ENDOWMENTS ACT, 1890 (VI OF 1890).

Rules for the administration of the Indian People's Famine Trust—*contd*

11. When a grant is made for relief by the Board, the Board shall, unless otherwise authorised by the Governor General in Council, pay over the grant for expenditure as follows:—

(1) To a Central Relief Committee, if a Central Relief Committee shall have been established for the time being to administer Famine Charitable Relief funds in all parts of India.

(2) To a Relief Committee established in the province in which distress prevails should no Central Relief Committee have been established.

(3) If neither a Central Relief Committee nor a Provincial Relief Committee shall have been established, then to such person or persons as the Board may appoint in the locality where the distress prevails, the Board having first satisfied itself that proper arrangements for the distribution of relief through trustworthy agents have been made.

12. (*1*) Subject to any general or special orders which the Governor General in Council may issue in this behalf, the Board may at its discretion invest any moneys in its possession and not being immediately required for expenditure on relief, in or upon the securities specified in section 4 (*3*) of the Charitable Endowments Act, 1890, and may vary and realise such investments.

[1](*2*) Any money so invested shall be invested in the joint names of the Comptroller General and of the Accountant-General, Bengal, and shall not be dealt with save under the order in writing of not less than two of the Members of the Board.

(*3*) Provided that the Board may at any time apply to the Governor General in Council that any securities for money so held may be vested in the Treasurer on the same trusts as the original Endowment Fund and as part of the endowment.

13. The Board may accept for the purpose of addition to the original Endowment Fund any securities for money of the kinds specified in section 4 (*3*) of the Charitable Endowments Act, 1890, not being of smaller amount in each case than Rs. 10,000 in face value that may be so offered to it for acceptance by any person or persons. The Board shall notify each such donation to the Governor General in Council, and shall jointly with the donor apply that the said securities be vested in the Treasurer on the same trusts as the original Endowment Fund and as part of the endowment.

[1] Substituted by Notification No 695—20-2, dated the 25th April, 1905, *see* Gazette of India, 1905, Pt. I, p. 281.

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE CHARITABLE ENDOWMENTS ACT, 1890 (VI OF 1890).

Rules for the administration of the Indian People's Famine Trust—*concld.*

14. Any person who thus subscribes a sum of not less than Rs. 3,00,000 shall become a life-member of the Board.

15. (*1*) The Board may accept from a Central or Provincial Charitable Relief Committee the unexpended balances of any moneys at the Committee's disposal which the Committee on terminating its operations may wish to make over to the Board for expenditure hereafter on the relief of distress. Such moneys shall not be added to the original Endowment Fund, but shall be retained by the Board in current account or temporarily invested in the manner specified in sub-clauses (*1*) and (*2*) of clause 12.

(*2*) Subject to any general or special orders which the Governor General in Council may issue in this behalf, the Board may similarly accept and dispose of any sums of money of less amount than Rs. 10,000 that may be presented to it from any other source.

16. The Board shall at all times conform to and abide by any rules relating to the administration of endowments under the Charitable Endowments Act, 1890, which the Governor General in Council, in exercise of the powers conferred by section 13 of that Act, may from time to time see fit to make: and in particular the Board shall submit abstracts of its accounts and reports on the administration of the money entrusted to it to such public servant in such form and at such times as the Governor General in Council may by such rules prescribe; and shall when called upon by any public servant appointed by the Governor General in Council to be auditor of its accounts, produce any books, papers, vouchers and documents which may appear to him to be necessary for purposes of audit.

[*See* Gazette of India, 1900, Pt. I, p. 466.]

Further endowment of the Indian People's Famine Trust.

No. 1876, dated the 11th September, 1900.—Whereas by a Notification No. [1]1616-F., dated the 25th July, 1900, and issued under and by virtue of the powers conferred by sections 4 (*1*) and 7 (*1*) of the Charitable Endowments Act of 1890 (VI of 1890), the Governor General in Council was pleased to order that the promissory notes of the Government of India to the amount of Rs. 15,00,000, the gift of His Highness Saramad-i-Rajaha-i-Hindustan Raj Rajindra Sri Maharajadhiraj Sawai Madho Singh Bahadur, G.C.S.I., G.C.I.E., Maharaja of Jaipur, should be vested in the Treasurer of Charitable Endowments appointed under the

[1] *Supra*, p. 1024.

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE CHARITABLE ENDOWMENTS ACT, 1890 (VI OF 1890).

Further endowment of the Indian People's Famine Trust—*concld.*

said Act for the territories subject to the Lieutenant-Governor of Bengal as an Endowment Fund for the purposes of charitable relief in seasons of general distress;

And whereas His Highness the said Maharaja of Jaipur has made application to the Governor General in Council that a further endowment to the amount of Rs. 1,00,000, the gift of His said Highness, may be added to the Endowment Fund constituted by the said Notification of the 25th July, 1900, and has paid to the Comptroller-General a sum of money sufficient to purchase promissory notes of the Government of India to the total amount of Rs. 16,00,000;

Now under and by virtue of the powers conferred by sections 4 (*1*) and 7 (*1*) of the said Act, the Governor General in Council is hereby pleased to order that the promissory notes representing the said further endowment of Rs. 1,00,000 be, and they hereby are, vested in the Treasurer aforesaid as part of the said Endowment Fund and upon the terms set forth in the said Notification.

[*See* Gazette of India, 1900, Pt. I, p. 576.]

Rules as to the keeping of accounts, etc., of Public Trusts under Act.

No. 1569, dated the 24th October, 1890.—In exercise of the powers conferred by section 13 of the Charitable Endowments Act, VI of 1890, the Governor General in Council has been pleased to frame the following forms and make the following rules.

NOTE —In these rules " the Government " means the Local Government or when the Governor General in Council exercises, under section 7 of the Act, the powers conferred by sections 4 and 5 of the Local Government, the Government of India

Cases in which there should ordinarily be previous publication of vesting orders and of schemes.

1. It being the wish of the Governor General in Council that the Government should not interfere under the Charitable Endowments Act, 1890 (hereinafter referred to as the Act), in cases of doubt or dispute and that the jurisdiction of the Courts in such cases should in practice be left unaffected by the Act the cases with which the Government will have to deal may be divided into two classes, namely, (1) cases of trusts whether already established or proposed to be established out of which it may be confidently predicted that contention cannot arise, and (2) cases out of which contention may possibly arise, however, remote or unlikely the contingency. To the first class will belong such cases as those of Lawrence Asylums, Railway

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

The Charitable Endowments Act, 1890 (VI of 1890).

Rules as to the keeping of accounts, etc., of Public Trusts under Act—*contd.*

Schools and endowments in Government securities in general aid of the funds of specified dispensaries or schools. To the second class will belong most cases in which private persons applying for a vesting order or a scheme or modification of a scheme and all cases in which it is proposed to depart in any respect from the ascertained wishes or presumable intentions of the founder of an endowment. In cases belonging to the first class previous publication of proposed vesting orders and of proposed schemes and modifications of schemes will ordinarily be unnecessary: in cases belonging to the second class, there should ordinarily be previous publication of such documents.

Mode of previous publication of vesting orders and of schemes.

2. (*1*) When the Government having regard to the last foregoing rule is of opinion that a proposed vesting order or a proposed scheme or modification of a scheme should not be made or settled without previous publication, it shall publish a draft of the proposed order, scheme or modification or a proper abstract thereof, signed by one of its Secretaries for the information of persons likely to be affected thereby.

(*2*) The publication should be made in the official Gazette and in such other manner as the Government may prescribe.

(*3*) There shall be published with the draft or abstract a notice specifying a date at or after which the proposed order, scheme or modification will be taken into further consideration.

(*4*) The Government shall consider any objection or suggestion which it may receive from any person before such date with respect to the proposed order, scheme or modification.

Incidence of cost of vesting orders and of schemes.

3. The cost of the previous publication under the last foregoing rule of any proposed order, scheme or modification of a scheme, and any other costs incurred or to be incurred in the making or settlement of the order or of the scheme or modification, shall be paid by the applicants for the order, scheme or modification, and if the Government so direct, may be paid by them out of any money in their possession pertaining to the trust to which their application relates.

Accounts of trusts consisting of immoveable property.

4. In the case of property vested in a Treasurer of Charitable Endowments other than securities for money, the persons acting in the administration of the trust and having under section 8, sub-section (*3*), of the Act the possession, management, and control of the property and the application of the income thereof shall in books to be kept by them regularly enter or cause to be entered full and true accounts of

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE CHARITABLE ENDOWMENTS ACT, 1890 (VI OF 1890).

Rules as to the keeping of accounts, etc., of Public Trusts under Act—*contd.*

all moneys received and paid respectively on account of the trust, and shall on the demand of the Government submit annually to such public servant as the Government may from time to time appoint in this behalf, in such form and at such time as the Government may from time to time prescribe an abstract of those accounts and such returns as to other matters relating to the administration of the trust as the Government may from time to time see fit to require.

5. The following are prescribed as the fees to be paid to the Government in respect of any property vested under the Act in a Treasurer of Charitable Endowments:—

(1) In the case of securities for money—

(*a*) For the purchase and sale of securities a commission of $\frac{1}{8}$ per cent in addition to any actual outlay on brokerage.

(*b*) For drawing interest, a commission of $\frac{1}{4}$ per cent.

(*c*) For remitting interest, the actual charges incurred.

(2) In the case of property other than securities for money, the actual charges incurred by the Treasurer in the discharge of his functions in respect of the property.

The Treasurer may deduct any fees payable to the Government on account of any endowment from any money in his hands on account of such endowment. If he holds on such moneys the amount should be claimed from the administrators.

6. All copies of vesting orders received by the Treasurer will be filed together and will be numbered in consecutive order of their receipt; when a sufficient number have been received they will be bound in volumes. A note will be made on each vesting order of any entries in the registers prescribed below relating to the property vesting in the Treasurer under the order.

Accounts of securities for money.

7. On the receipt of any securities for money, or on their purchase by himself, the Treasurer will record their receipt in a register in form No. I. He will also keep a separate account for each endowment in Form No. 2 in which he will record all receipts including any amounts sent for investment, and all disbursements. In the cash account the Treasurer will record only his own transactions (such as the payment of the money to the administrators) not the transactions of the administrators of the Endowment Fund.

8. The Treasurer will keep a record in the appropriate columns of Form No. I of all securities returned by him. The return will also be

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE CHARITABLE ENDOWMENTS ACT, 1890 (VI OF 1890).

Rules as to the keeping of accounts, etc., of Public Trusts under Act—*contd.*

entered in Form No. 2, where the amount returned will be deducted from the capital of the endowment concerned.

9. If the securities elsewhere than in Madras and Bombay consist of Government promissory notes, they will be forwarded to the Comptroller-General for custody under the general rules laid down in the Civil Account Code; but the securities held under the Act must be forwarded separately, and the Treasurer will keep a separate register under those rules for these securities, and will also keep a separate file of the acknowledgments.

The Treasurer will retain in his own custody all securities for money other than Government promissory notes.

10. The Treasurer, on receipt of any interest on securities, will pass it through his General Trust Interest Account under a special sub-head, "Interest on Charitable Endowments under Act VI of 1890." The interest will then be distributed to the various ledger accounts (Form 2) in which the gross amounts must be shown, any deductions for fees, etc., being shown as a charge and the payment of the balance to the administrators being also shown as a disbursement. The entries in the ledger of interest received must be taken out and agreed annually with the total amount of interest drawn.

11. The register in Form No. I will show all securities vested in the Treasurer as such, whether actually held by him or by the Comptroller-General as his agent. In order to prove the balance actually held by the Treasurer in his own hands, a balance sheet in Form No. 3 will be made out annually and agreed with the actual securities in the Treasurer's possession; such agreement will be certified on the balance sheet.

12. The accounts of the interest and the annual agreement of balance will be made at the time which the Local Government may direct under section 9 of the Act for the publication of the list of properties held, and of the abstract of accounts.

Property other than securities.

13. The Treasurer will enter in a register in Form No. 4 any property other than securities which becomes vested in him, and will record in the same register against the original entry a note of any property of which he is divested.

Publication of lists and abstract of accounts.

14. The list of properties vested in the Treasurer to be published annually shall be in Form No. 5. Part I will relate to properties other than securities; Part II will relate to securities, and will also contain

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE CHARITABLE ENDOWMENTS ACT, 1890 (VI OF 1890).

Rules as to the keeping of accounts, etc., of Public Trusts under Act—*contd.*

the abstract of accounts required by the Act to be published. [1][The Treasurer will demand and receive acknowledgments of the correctness of the balances, when published, from the Administrators or from any one or more of their body who may have been authorised by the Administrators to give such acknowledgments.]

Audit of Accounts.

15. The Treasurer's accounts will be audited—

(*a*) where there is an Outside Audit Section of the Accountant-General's Office,—by such section annually;

(*b*) where there is no such section,—by a Deputy Auditor General at such periods as the Auditor General may direct.

[1] Substituted by Notification No. 92, dated the 28th January, 1910, *see* Gazette of India, 1910, Pt. I, p. 129

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE CHARITABLE ENDOWMENTS ACT, 1890 (VI OF 1890).

Rules as to the keeping of accounts, etc., of Public Trusts under Act—*contd.*

FORM No. I.

Register of Securities held under Act VI of 1890.

Serial number.	Date of receipt.	Name and brief description of Charitable Endowments.	PARTICULARS OF SECURITIES RECEIVED.						Ledger folio.	RETURN OF SECURITIES.						Initials of the Treasurer or Assistant in charge.	
			From whom received.	No. and date of forwarding letter.	Nature of securities, *e.g.*, Government securities 4 per cent. loan of 1865, Guaranteed Railway Debentures, etc., etc.	Distinguishing number of each security.	Nominal value of each security.	Total nominal value of each separate endowment.		Date.	To whom sent.	Authority for return.	No. and date of acknowledgment.	Nominal value of each security.	Quarter in which deducted from balance.		
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18

N. B.—The amount in column 9 will be totalled each quarter; the total of the amounts returned during the quarter, with a note of the serial numbers to which they appertain, will be deducted, and the balance worked out and carried forward to the next quarter. Amounts sent to the Comptroller-General should not be entered in columns 11—16, or deducted from the balance, as the Comptroller-General holds these amounts as agent for the Treasurer.

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE CHARITABLE ENDOWMENTS ACT, 1890 (VI OF 1890).

Rules as to the keeping of accounts, etc., of Public Trusts under Act—*contd.*

Ledger account of securities held under Act VI of 1890.

1. Name of Endowment.	2. Particulars of vesting order.	3. When vested in Treasurer.	4. Names of administrators.	5. To whom interest is to be sent.

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

The Charitable Endowments Act, 1890 (VI of 1890).

Rules as to the keeping of accounts, etc., of Public Trusts under Act—*contd.*

PART I.—*Account of Capital.*

Serial Number in Form I.	Particulars (*e.g.*, received or returned).	Detail of securities (distinguishing number, etc.).	Value of each security (separate column for each kind).					Amount of half-yearly interest.	Date to which interest has been paid on receipt.	Initials of Treasurer or Assistant in charge.
			Government 4 per cent. loan of.	Guaranteed Railway.						

N.B.—The balance of the value columns must be worked out on every day to which there is a new entry.

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE CHARITABLE ENDOWMENTS ACT, 1890 (VI OF 1890).

Rules as to the keeping of accounts, etc., of Public Trusts under Act—*contd.*

PART II.—*Cash Account.*

RECEIPTS.			EXPENDITURE.			Initials of Treasurer or Assistant in charge
Date.	Particulars	Amount.	Date	Particulars.	Amount.	

N.B.—To be closed annually to balance The transactions will not be numerous A few pages of the ledger (ruled only for the Cash Account) may be left for each account, so that the account may be carried on for several years without opening a fresh Ledger Account.

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE CHARITABLE ENDOWMENTS ACT, 1890 (VI OF 1890).

Rules as to the keeping of accounts, etc., of Public Trusts under Act—*contd.*

FORM NO. 3.—*Balance Sheets.*

Particulars.	NUMBER AND VALUE OF SECURITIES.				
	Government Securities 4 per cent. of 1865.		(A pair of columns for each different kind of security held.)	TOTAL.	
	Number.	Value.		Number.	Value.
Opening balance (from last year).					
Received during year (total must agree with Form I).					
Grand total (*a*)					
Returned during year					
Sent to Comptroller-General during year.					
Total transferred or returned (*b*) . .					
Closing balance [difference between (*a*) and (*b*)].					

Certified that the above closing balance has been compared with the securities in Treasurer's possession, and has been found to agree both as to number and value.

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE CHARITABLE ENDOWMENTS ACT, 1890 (VI OF 1890).

Rules as to the keeping of accounts, etc., of Public Trusts under Act—*contd.*

FORM NO. 4:—*Register of Properties other than Securities for money held under Act VI of 1890.*

Serial No.	Particulars of vesting orders.		Name of Endowment.	Administrators of property.	Property held			Title-deeds held						Initials of Treasurer or Assistant in Charge.	Remarks
	No.	Date.			Description.	Value.	Annual income if known.	Description.	Date of receipt.	Where deposited.	Date of return.	To whom returned.	Authority for return		
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE CHARITABLE ENDOWMENTS ACT, 1890 (VI OF 1890).

Rules as to the keeping of accounts, etc., of Public Trusts under Act—*contd.*

PART I.

FORM NO. 5.—*List of Properties other than Securities held under Act VI of 1890.*

Serial No.	Particulars of vesting order.		Name of Endowment.	Administrators of property.	Property held.			Remarks.
	No.	Date.			Description.	Value.	Annual Income if known.	
1	2	3	4	5	6	7	8	9

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE CHARITABLE ENDOWMENTS ACT, 1890 (VI OF 1890).

Rules as to the keeping of accounts, etc., of Public Trusts under Act—*concld.*

PART II.

FORM NO. 5.—*List and Abstract Account of Securities held under Act VI of 1890.*

Case No.	Name of endowment.	Person in whose behalf held.	PARTICULARS OF SECURITIES.				Total of securities	CASH RECEIPT					Total cash receipts	CASH EXPENDITURE.					Total paid	Balance in cash	REMARKS.
								Interest of dividend realised.	Other cash receipts. *	*	*	*		Fees paid to the Government.	Other payments. *	*	*	*			

* Enter details in these columns.

[*See* Gazette of India, 1890, Pt. I, p. 757.]

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE CHARITABLE ENDOWMENTS ACT, 1890 (VI OF 1890).

Rules for the submission of reports by the Board of Management of the Indian People's Famine Trust.

No. 944—47-2, dated the 1st June, 1905.—Under the powers conferred by section 13 (*d*) of the Charitable Endowments Act, 1890 (VI of 1890), the Governor General in Council is pleased to make the following rules for the submission of reports on the administration of the money entrusted to it by the Board of Management of the Indian People's Famine Trust constituted by Notification No. 1616-F.,[1] dated 25th July, 1900, which was applied to a further endowment by the like Notification No. 1876-F.,[2] dated 11th September, 1900, and modified by the like Notifications No. 1321,[3] dated 5th June, 1902 and No. 695, dated the 25th April, 1905.

(1) The public servant to whom the Board shall, as required by rule 16 of the rules published in Notification No. 1616-F.,[1] dated 25th July, 1900, submit a report on the administration of the moneys entrusted to it shall be the Secretary to the Government of India in the Department of Revenue and Agriculture (Revenue).

(2) The report shall be submitted annually as soon as possible after the 1st January to the public servant aforesaid.

(3) The report shall be accompanied by a statement of the assets of the Trust and an abstract of the accounts of the Board in the forms shown in the accompanying Schedules I and II respectively.

(4)[4] The Military Accountant-General is hereby appointed by the Governor General in Council to be Auditor of the accounts of the Board.

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[1] Page 1024, *supra.*
[2] Page 1028, *supra.*
[3] *See* Gazette of India, 1902, Pt. I, p. 413.
[4] For substitution, *see* Notification No. 63—70-3, dated 27th January, 1911, *see* Gazette of India, 1911, Pt. I, p. 61.

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE CHARITABLE ENDOWMENTS ACT, 1890 (VI OF 1890).

Rules for the submission of reports by the Board of Management of the Indian People's Famine Trust—*contd.*

SCHEDULE I.

INDIAN PEOPLE'S FAMINE TRUST.

Statement showing details of Assets as at 31st December.

	Amount.			Total.		
	Rs.	*a.*	*p.*	*Rs*	*a.*	*p.*
Endowment Fund invested in Government Securities vested in the Treasurer of Charitable Endowments.						
Balance brought forward from previous year, *viz.* . .						
Additions during year						
Total Endowment Fund .						
Government Securities representing assets temporarily invested.						
Balance brought forward from previous year . . .						
Add further purchases during the year . . .						
Less sales during the year						
Balance at close of the year						
Cash in Bank of Bengal .						
Total available for expenditure .						
GRAND TOTAL .						

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

The Charitable Endowments Act, 1890 (VI of 1890).

Rules for the submission of reports by the Board of Management of the Indian People's Famine Trust—*concld.*

SCHEDULE II.

ACCOUNTS OF THE INDIAN PEOPLE'S FAMINE TRUST.

Abstracts of Cash Transactions for the year 19 .

Receipts.	Amount.			Total.				Amount.			Total.		
	Rs.	*a.*	*p.*	*Rs.*	*a.*	*p.*		*Rs.*	*a.*	*p.*	*Rs.*	*a.*	*p.*
Interest on Government Securities vested in the Treasurer of Charitable Endowments.							Purchase of Government Securities.						
Interest on Government Securities representing assets temporarily invested.							Grants for relief of distress.						
Proceeds of sales .							Miscellaneous payments.						
Government Securities.							Total payments .						
Refunds . .							Closing balance on 1st December, 19 .						
Transfer of balances from Provincial Committees, administering grants for relief of distress.													
Miscellaneous receipts													
Total receipts .													
Opening balance 1st January, 19 .													
GRAND TOTAL .							GRAND TOTAL .						

[*See* Gazette of India, 1905, Pt. I, p. 366.]

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE INDIAN RAILWAYS ACT, 1890 (IX OF 1890).

Notifications sanctioning the use of motive power and rolling stock on railway.

[For these *see* the Lists of Local Rules and Orders published by the several Local Governments in India]

Extent to which procedure prescribed by sections 17 to 20 of the Indian Railways Act, 1890 (IX of 1890), may be dispensed with.

No. 408, dated the 10th November, 1903.—In supersession of Public Works Department Notification No. 111, dated the 20th March, 1891, *the Governor General in Council is pleased to publish the following* rules under section 22 of the Indian Railways Act, 1890, defining the cases in which, and in those cases the extent to which, the procedure prescribed in sections 17 to 20 (both inclusive) of the Act may be dispensed with:

VI.—OPENING OF DEVIATION LINES, TEMPORARY DIVERSIONS, MINOR WORKS, ETC., ON EXISTING RAILWAYS.

1. Notice required.

For the following works, namely, deviation lines, stations, junctions and crossings on the level, and any alteration or reconstruction materially affecting the structural character of any work when the works named form part of, or are directly connected with, a railway used for the public carriage of passengers, and have been constructed after the inspection which preceded the first opening of the section of railway in which they are situated, only such notice will be required from the Railway Administration in lieu of the notice prescribed in Chapter I, paragraph 1, as may be required by the Inspector concerned.

2. Powers of Inspectors.

(*a*) Power is conferred on the Inspector to dispense with the notice required under section 17 (*1*) of the Indian Railways Act, 1890, and *without previous report under section 19 to sanction the opening for* passenger traffic of the following works when forming part of, or directly connected with, a railway used for the public carriage of passengers, if he is satisfied, either with or without inspection, that provisions (*b*), (*c*) and (*f*) of sub-section (*1*) of section 19 of the Act have been duly fulfilled:

(*i*) Temporary diversions*, including temporary bridges and their approaches when the waterway is considerable or the approaches steep and tortuous.

* Temporary diversions may, in cases of accident, be opened under section 21 on the responsibility of the Railway Administration; but the Inspector should, if the use of the *temporary diversions* are likely to be extended for more than three days, and if he considers it necessary, take the earliest possible opportunity of inspecting it.

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE INDIAN RAILWAYS ACT, 1890 (IX OF 1890).

Extent to which procedure prescribed by sections 17 to 20 of the Indian Railways Act, 1890 (IX of 1890), may be dispensed with—*contd.*

(*ii*) New bridges or extensions of existing bridges on a line already opened.

(*iii*) Any interlocking apparatus to be used for working points over which passenger trains may run or signals for the protection of passenger trains.

(*iv*) Any extensive alteration in the arrangements for signalling.

(*v*) Any station or junction of a line used for passengers with another or any crossing on the level by means of a diamond crossing, of a line used for passengers by another.

Works so opened should be subsequently inspected at the earliest possible date.

(*b*) In all cases coming under the above rule, the Inspector will, on authorising the open work, report the matter for the information of the Government of India. As a rule a very brief report by telegram or otherwise will suffice for this purpose; and any further details which the Senior Government Inspector may consider necessary should be given in the next Inspection Report.

(*c*) In the case of minor works other than those named in paragraph 2 (*a*), the Inspector will exercise his discretion as to carrying out a subsequent inspection.

(*d*) The authority for opening any works, such as those referred to in rules (*a*), (*b*) and (*c*), shall be communicated *in writing* by the Inspector to the Railway Administration, and a list of the works so authorised during each half-year shall be appended to the usual Inspection Report of the Railway for that half-year, *vide* Appendix H, with reference to the authorisation and with such further remarks as may be thought fit.

[*See* Gazette of India, 1903, Pt. I, p. 972.]

Rules for enabling Railway Commissioners to carry into effect the provisions of Chapter V of Act.

No. 373, dated the 25th October, 1892:—In exercise of the powers given him by section 34 of the Indian Railways Act, 1890, and of all other powers enabling him in that behalf, the Governor General in Council is pleased to make the following rules for enabling Railway

THE INDIAN RAILWAYS ACT, 1890 (IX OF 1890).

Commissioners to carry into effect the provisions of Chapter V of that Act, and for regulating proceedings before such Commissioners and for prescribing the fees to be taken in relation to such proceedings:

RULES FOR ENABLING RAILWAY COMMISSIONERS TO CARRY INTO EFFECT THE PROVISIONS OF CHAPTER V OF THE INDIAN RAILWAYS ACT, 1890, AND FOR REGULATING PROCEEDINGS BEFORE SUCH COMMISSIONERS, AND FOR PRESCRIBING THE FEES TO BE TAKEN IN RELATION TO SUCH PROCEEDINGS.

CONTENTS.

THE INDIAN RAILWAYS ACT, 1890 (IX OF 1890).

Rules for enabling Railway Commissioners to carry into effect the provisions of Chapter V of Act—*contd.*

PROCEEDINGS AFTER REFERENCE TO RAILWAY COMMISSION.

Proceedings before the Commissioners as arbitrators.

12. Written statements.
13. Documents to be left along with statement.
14. Hearing of reference.

Proceedings before the Commissioners, otherwise than as arbitrators.

15. Suit how instituted.
16. How to be conducted.
17. Non-application to suits of Chapters II, IV, IX, XIX, and XX of Code.
18. Non-application to suits of proviso to section 36 of Code.

Plaint.

19. Non-application to plaints of sections 48, 54 to 57, 61 and 62 of Code. Substitution of new sections for sections 49, 50, 58, 59 and 63 of Code.
20. Service of summons. Copy of statement to be annexed thereto.

Answer.

21. Form of answer and time for filing and delivery thereof.

Reply.

22. Form of reply and time for filing and delivery thereof.

Consent cases.

23. Consent cases.

Written statements.

24. Written statements.

First Hearing.

GENERAL PROVISIONS.

Review.

View.

Depositing maps, plans and other documents.

Notice of discontinuance.

Enlargement of time.

Transmission of documents by post.

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE INDIAN RAILWAYS ACT, 1890 (IX OF 1890).

Rules for enabling Railway Commissioners to carry into effect the provisions of Chapter V of Act—*contd.*

PRELIMINARY.

INTERPRETATION.

Interpretation of terms.

1. In the construction of these rules and of the forms in the first schedule thereto, words importing the singular number shall include the plural, and words importing the plural number shall include the singular; and, unless a different intention appears from the context, the following terms shall have the respective meanings hereinafter assigned to them; that is to say,—

"person" shall include any company or association or body of individuals whether incorporated or not:

XIV of 1882.

"the Code," shall mean the [1]Code of Civil Procedure, 1882, as amended by subsequent enactments:

IX of 1890.

"the Act" shall mean the [2] Indian Railways Act, 1890.

[1] *See* now the Code of Civil Procedure, 1908 (V of 1908).

[2] *See* the reprint as modified up to 1st June, 1909.

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE INDIAN RAILWAYS ACT, 1890 (IX OF 1890).

Rules for enabling Railway Commissioners to carry into effect the provisions of Chapter V of Act—*contd.*

"plaintiff" and "defendant" shall respectively mean the persons named as such respectively in the applications hereinafter referred to, and terms defined by the General Clauses Acts, 1868 and 1887, or either of them, the Code or the Act shall have the same meanings as are assigned to them by those Acts respectively.

I of 1868.
I of 1887.

Meanings assigned to certain expressions in the application of Code to proceedings

2. In the application of the Code to proceedings under these rules the following expressions shall, unless a different interpretation be required by these rules or the context, have the meanings hereinafter assigned to them; that is to say,—

"the Court" and "the Court in which the suit is instituted" shall respectively mean the Commissioners:

"the Judge" shall mean the Law Commissioner:

"such officer as it appoints in this behalf" shall mean the Registrar.

Registrar and Deputy Registrar.

Registrar and time for transaction of business in his office.

3. (*1*) A "Registrar of the Railway Commissioners" (in these rules referred to as the Registrar) shall be appointed by the Governor General in Council, and his office shall be open daily during office hours and shall be located,—

(*a*) when the Commissioners are not sitting, in the building occupied by the establishment of the Secretary to the Government of India in the Legislative Department, and

(*b*) when the Commissioners are sitting, in such place as the Commissioners may appoint.

(*2*) When the Commissioners are not sitting, and with their permission when they are sitting, the Registrar's office may be closed on days on which the office of the Secretary to the Government of India in the Legislative Department is authorised by him to be closed.

(*3*) The Commissioners shall have a common seal (to be used by every Railway Commission appointed under the Act) which shall be kept in the custody of the Registrar at his office.

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE INDIAN RAILWAYS ACT, 1890 (IX OF 1890).

Rules for enabling Railway Commissioners to carry into effect the provisions of Chapter V of Act—*contd.*

Temporary appointment of Deputy Registrar.

4. The Governor General in Council may from time to time, as occasion may require, appoint a Deputy Registrar to discharge temporarily all or any of the functions of the Registrar.

Computation of time.

I of 1887.

Computation of time.

5. The provisions of section 7 of the General Clauses Act, 1887, shall, so far as they can be made applicable, be applied in the computation of time for the purposes of these rules.

PROCEEDINGS BEFORE REFERENCE TO RAILWAY COMMISSION.

Applications under Chapter V of the Act to the Governor General in Council.

Contents and submission of applications to the Governor General in Council.

6. (*1*) Every application to the Governor General in Council under Chapter V of the Act for the reference of a case to a Railway Commission must be addressed by the applicant to the Secretary to the Government of India in the Legislative Department. It must be in writing, or printed, and signed by the applicant or his recognised agent, and shall be according to one of the Forms A in the first Schedule hereto or to the like effect, and it must be indorsed with the name and address of the applicant and, if there is a legal adviser acting for him in the matter, with the name and address of such legal adviser.

(*2*) If the application be for a reference to the Commissioners as arbitrators under section 28, clause (*b*) or clause (*c*), of the Act, it must be signed by all the parties to such reference or their respective recognised agents, and it shall be according to Form A, No. 1, in the said Schedule or to the like effect.

(*3*) In every other case the application shall be according to Form A, No. 2, in the said Schedule, and shall be accompanied by a copy of the plaint therein referred to, which plaint must be signed and verified in accordance with the provisions of sections 51 and 52 of the Code.

Communication of application to railway administration complained of.

7. (*1*) The Governor General in Council before answering the application may, if he shall think fit, refer the same to the railway administration against which it is made, so as to afford the administration an opportunity of making observations thereon; and he will, in such case, give the applicant notice that the

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE INDIAN RAILWAYS ACT, 1890 (IX OF 1890).

Rules for enabling Railway Commissioners to carry into effect the provisions of Chapter V of Act—*contd.*

application has been so referred, and upon his request and at his expense will furnish him with a copy of the observations (if any) made thereon by the railway administration.

(*2*) The applicant shall be at liberty, within seven days after he shall have received such copy, to reply thereto as he may be advised.

Consideration of application by Governor General in Council.

8. After consideration of the application and the observations (if any) which may have been made by the railway administration thereon and by the applicant in reply, the Governor General in Council will determine whether or not the application should be referred to a Railway Commission for decision.

Rejection of application by Governor General in Council.

9. Should the Governor General in Council be of opinion that the application ought not to be referred to a Railway Commission, the applicant will be informed accordingly.

Reference of application to Railway Commission.

10. (*1*) Should the Governor General in Council be of opinion that the application ought to the referred to a Railway Commission, the respective parties thereto will be so informed, and the application will be made over to the Registrar and be filed by him.

(*2*) The Governor General in Council may make such reference subject to any conditions which he may think fit to impose on the applicant as to security for costs or otherwise.

Appointment of Railway Commission

11. (*1*) Whenever, in the opinion of the Governor General in Council, a Railway Commission ought to be appointed, he will by notification appoint such a Commission and specify the case or cases thereby referred to the Commissioners.

(*2*) The time and place of the sitting for the first hearing of each such application shall be notified by the Registrar in the *Gazette of India* and to the respective parties to the application.

PROCEEDINGS AFTER REFERENCE TO RAILWAY COMMISSION.

Proceedings before the Commissioners as arbitrators.

Written statements.

12. (*1*) Each of the parties to any application under section 28, clause (*b*) or clause (*c*), of the Act may at any time within thirty days after the issue of the notification referring the application to a commission file with the

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE INDIAN RAILWAYS ACT, 1890 (IX OF 1890).

Rules for enabling Railway Commissioners to carry into effect the provisions of Chapter V of Act—*contd.*

Registrar a written statement of his case, and the Registrar shall receive all such statements and place them on record.

(*2*) Any two or more of the parties to the reference may concur in filing the same written statement.

(*3*) If all the parties concur in the same written statement, no evidence shall be required or received in support thereof, and the Commissioners shall proceed to hear and determine the questions in difference on the assumption that all the statements contained in such written statements are true, and that all the facts necessary for such determination sufficiently appear in such written statement and the application or one of them, and they shall thereupon proceed to make and sign their award.

(*4*) Should none of the parties to the reference file any such written statement as aforesaid, the application shall for the purposes of the hearing and determination of the case, be deemed to be a written statement concurred in by all the parties.

(*5*) If the parties do not all concur in the same written statement, the Commissioners shall as soon as conveniently may be after the expiration of the said period of thirty days or such further time as may have been granted by any enlargement thereof, hereinafter called the prescribed period, fix the time and place for the first hearing of the reference.

(*6*) Should any of the parties omit or neglect to file or concur in a written statement, he shall not be permitted to adduce any evidence at the hearing of the reference, but he shall nevertheless be permitted to cross-examine any witnesses produced by any other party in an adverse interest, and shall be entitled to argue any question at issue as he may be advised.

(*7*) The provisions of sections 114, 115, and 116 of the Code shall apply to all such written statements as aforesaid.

(*8*) Every such written statement shall be according to one of the Forms B in the first Schedule hereto or to the like effect.

Documents to be left along with statement.

13. (*1*) The party filing any such written statement as aforesaid shall along therewith leave with the Registrar a memorandum of the documents (if any) which he proposes to adduce in evidence at the hearing of the reference, and as many copies on plain paper of such written statement and memorandum as there are other parties to the reference, and four others for the use of the Court.

THE INDIAN RAILWAYS ACT, 1890 (IX OF 1890).

Rules for enabling Railway Commissioners to carry into effect the provisions of Chapter V of Act—*contd.*

(*2*) The Registrar shall sign such memorandum and copies if on examination he shall find them correct.

(*3*) The Registrar shall at any time after the expiration of the prescribed period and before the first hearing of the reference, deliver to each of the parties who shall apply therefor a signed copy of all memoranda and written statements filed by and of the other parties to the reference.

(*4*) The Registrar shall cause the title of the case and a list of the written statements filed therein with the names of the parties filing them respectively to be entered in a book to be kept for the purpose and called "The Register of References to Arbitration," and such entries shall be numbered in every instance according to the order of the notifications referring the cases respectively.

Hearing of reference.

14. On and after the day appointed for the first hearing of the reference the proceedings shall be conducted in all respects as if the case were being heard under an order of reference made under section 508 of the Code, and the Commissioners were an arbitrator appointed under section 507 of the Code; and all the provisions of the Code in respect of references to arbitration shall apply to such proceedings subject nevertheless to the provisions of these rules and to the following additional modifications, that is to say:

(*a*) no time shall be fixed or be deemed to have been fixed for the delivery of the award which may be delivered at any time after the first hearing which the Commissioners may think proper;

(*b*) none of the provisions of sections 509, 510, 511 and 512 of the Code shall apply to any such reference;

(*c*) for the purposes of sections 520, 521, and 522 of the Code "the Court" shall mean the High Court to which in the case in question an appeal lies under section 31 of the Act;

(*d*) for all other purposes of such reference "the Court" shall mean the Commissioners.

Proceedings before the Commissioners otherwise than as arbitrators.

Suit how instituted.

15. Every application referred to a Railway Commission [other than an application under section 28, clause (*b*) or clause (*c*) of the Act] shall be called a suit, and shall be deemed to have been instituted by the filing by the

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE INDIAN RAILWAYS ACT, 1890 (IX OF 1890).

Rules for enabling Railway Commissioners to carry into effect the provisions of Chapter V of Act—*contd.*

Registrar of the application when made over to him by the Governor General in Council under rule 10.

How to be conducted.

16. Subject to the provisions of these rules every such suit shall be conducted in all respects as if the same were a civil suit instituted in a Court of competent jurisdiction in accordance with the provisions of the Code, and save as hereinafter mentioned all the provisions of Part I of the Code shall apply to all such suits.

Non-application to suits of Chapters II, IV, IX, XIX and XX of Code.

17. None of the provisions of Chapters II, IV, IX, XIX and XX of the Code shall apply to any such suit.

Non-application to suits of proviso to section 36 of Code.

18. The proviso at the end of section 36 of the Code shall not apply to any such suit.

Plaint.

Non-application to plaints of sections 48, 54 to 57, 61 and 62 of Code. Substitution of new sections for sections 49, 50, 58, 59 and 63 of Code.

19. (*1*) Sections 48, 54 to 57 (both inclusive), 61 and 62 of the Code shall not apply to any such suit.

(*2*) For section 49 of the Code the following shall be substituted, namely:

Language of plaint.

"49. The plaint must be distinctly written or printed in English, and shall be according to one of the Forms C in the first Schedule to these rules or to the like effect."

(*3*) For section 50 of the Code the following shall be substituted, namely:

Particulars to be contained in plaint.

"50. The plaint must contain the following particulars:—

(*a*) the name of the Court;

(*b*) the name, description and place of residence of the plaintiff;

(*c*) the name, description and place of residence of the defendant;

(*d*) a plain and concise statement of the circumstances constituting the cause of action, and where and when it arose;

(*e*) a demand of the relief which the plaintiff claims; and

(*f*) a statement of the manner in which the defendant is or claims to be interested in the question, showing that he is liable to be called upon to answer the plaintiff's demand:

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE INDIAN RAILWAYS ACT, 1890 (IX OF 1890).

Rules for enabling Railway Commissioners to carry into effect the provisions of Chapter V of Act—*contd.*

"Provided that where a railway administration is plaintiff or defendant in any such suit, it shall be sufficient to name such administration in the plaint without any further description or place of residence:

"Provided also that for all purposes of the suit the principal office in India of such administration shall be deemed to be its place of residence."

(*4*) For section 58 of the Code the following shall be substituted, namely:

Procedure on filing plaint. "The register of suits."

"58. (*1*) Within thirty days after the issue of the notification referring the application to a Commission, the plaintiff shall file with the Registrar a memorandum of the documents (if any) which he proposes to adduce in evidence at the hearing, and he shall at the same time present as many copies on plain paper of the plaint and memorandum of documents as there are defendants, and four others for the use of the Court.

"(*2*) The Registrar shall sign such memorandum and copies if on examination he shall find them correct.

"(*3*) The Registrar shall thereupon file the plaint and place it upon the record.

"(*4*) The Registrar shall also cause the particulars mentioned in section 50 to be entered in a book to be kept for the purpose and called "the Register of Suits;" and such entries shall be numbered in every year according to the order in which the plaint is admitted."

(*5*) For section 59 of the Code the following shall be substituted, namely:

Production of document on which plaintiff sues. Delivery of document or copy. List of other documents.

"59. If the plaintiff sues upon a document in his possession or power he shall at the time of filing the said memorandum deliver the document or a copy thereof to be filed with the plaint."

(*6*) For section 63 of the Code the following shall be substituted, namely:

Inadmissibility of document not produced when plaint filed.

"63. A document which ought to be entered in the said memorandum, and which is not entered accordingly, shall not, without the leave of the Court, be received in evidence on the plaintiff's behalf at the hearing of the suit.

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE INDIAN RAILWAYS ACT, 1890 (IX OF 1890).

Rules for enabling Railway Commissioners to carry into effect the provisions of Chapter V of Act—*contd.*

"Nothing in this section shall apply to any document produced for cross-examination of the defendant's witnesses, or in answer to any case set up by the defendant or handed to a witness merely to refresh his memory."

Service of summons. Copy of statement to be annexed thereto.

20. (*1*) As soon as conveniently may be after the plaintiff has presented such memorandum and copies of the plaint as aforesaid, the Registrar shall cause each defendant to be served with a summons requiring him, within thirty days from the service thereof, to put in his answer (if any) to the said plaint.

(*2*) Every such summons shall be according to the Form D in the first Schedule hereto, and shall be signed by the Registrar and sealed with the seal of the Court, and shall be accompanied by one of the copies of the plaint and memorandum of documents mentioned in rule 19, clause (*4*).

(*3*) Every such summons may be served by forwarding the same by post in a registered cover addressed to the defendant, or where the defendant is a railway administration or a company, to the manager or agent of the administration or the chairman or Secretary of the Company at its principal office in India.

Answer.

Form of answer and time for filing and delivery thereof.

21. (*1*) Within thirty days from the service of the said summons the defendant shall file with the Registrar his answer, if any, to the plaint, and leave with him four copies of the same for the use of the Court. The answer shall contain a clear and concise statement of the facts which form the ground of defence or of any objections relied upon. It shall be taken to admit all facts stated in the plaint which are not expressly denied. It shall be divided into paragraphs numbered consecutively, and shall be signed and verified in accordance with the provisions of sections 51 and 52 of the Code. It shall be indorsed with the name and address of the defendant and, if there is a legal adviser acting for him in the matter, with the name and address of such legal adviser. It shall be according to Form E in the first Schedule or to the like effect.

(*2*) The defendant filing any answer shall along therewith file with the Registrar a memorandum of the documents (if any) which he pro-

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE INDIAN RAILWAYS ACT, 1890 (IX OF 1890).

Rules for enabling Railway Commissioners to carry into effect the provisions of Chapter V of Act—*contd*

poses to adduce in evidence at the hearing of the suit, and leave with him four copies of such memorandum for the use of the Court.

(*3*) The defendant shall at the same time present to the Registrar a plain paper copy of such answer and memorandum of documents as aforesaid, and the Registrar shall sign such copy if on examination he shall find it correct.

(*4*) The defendant shall as soon as may be after the filing of his answer deliver to the plaintiff or his recognised agent such signed copy as last aforesaid.

(*5*) A document which ought to be entered by any defendant in the said memorandum, and which is not entered accordingly shall not, without the leave of the Court, be received in evidence on his behalf at the hearing of the suit.

Nothing in this clause shall apply to any document produced for cross-examination of the plaintiff's witnesses, or in answer to any case set up by the plaintiff in his reply, or handed to a witness merely to refresh his memory.

(*6*) Should any defendant omit to appear and answer within the time specified in the summons or such further time as may have been granted by any order of enlargement of time made under these rules, he shall be taken to have admitted all the facts stated in the plaint and shall not be permitted to adduce any evidence at the hearing of the suit, but he shall nevertheless be at liberty to cross-examine any witness produced by the plaintiff, and shall be entitled to argue any question at issue as he may be advised.

Reply.

Form of reply and time for filing and delivery thereof.

22. (*1*) Within thirty days from the delivery of the answer or the last of the answers to the plaintiff he shall file his reply (if any) with the Registrar, and leave with him four copies of the same for the use of the Court. The reply may object to the said answers or any of them as being insufficient, stating the grounds of such objection, or deny the facts stated therein or any of them, or state any other facts in answer to the allegations contained in such answer. It shall be taken to admit all facts stated in the answer and not inconsistent with the plaint which are not expressly denied. It shall be signed and verified in accordance with the provisions of sections

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE INDIAN RAILWAYS ACT, 1890 (IX OF 1890).

Rules for enabling Railway Commissioners to carry into effect the provisions of Chapter V of Act—*contd.*

51 and 52 of the Code, and shall be according to one of the Forms F in the first Schedule or to the like effect.

(*2*) The plaintiff shall within the time aforesaid deliver to each defendant who has appeared and answered the plaint a signed copy of his reply.

Consent cases.

Consent cases.

23. The parties may by consent in writing filed with the Registrar dispense with the formal proceedings hereinbefore mentioned, or some portion of them, and orders by consent may be drawn up, and if approved by the Commissioners may be signed by them.

Written statements.

Written statements.

24. (*1*) The parties may at any time before or at the first hearing of the suit, tender written statements of their respective cases, and the Court shall receive such statements and place them on record.

(*2*) The provisions of sections 114 and 115 and 116 of the Code shall apply to all such written statements.

(*3*) Save as aforesaid no written statement or other pleading shall be received without special leave of the Commissioners.

First hearing.

First hearing.
Service of summons and documents.
Time.

25. (*1*) As soon as the pleadings are complete, the Commissioners shall appoint a time and place for the first hearing of the suit.

(*2*) The Registrar shall, in addition to the notification required by rule 11, clause (*2*), cause a summons to be served upon each of the parties to the suit requiring him to appear in person or by his pleader at the time and place specified in such summons for the settlement of issues in the suit.

(*3*) Every such summons shall be signed by the Registrar and sealed with the seal of the Court.

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE INDIAN RAILWAYS ACT, 1890 (IX OF 1890).

Rules for enabling Railway Commissioners to carry into effect the provisions of Chapter V of Act—*contd.*

(*4*) The provisions of sections 72 to 95 of the Code, both inclusive, shall apply to all the summonses hereinbefore mentioned and the service thereof, but save as aforesaid Chapter VI of the Code shall not apply to any suit under these rules.

(*5*) Every document other than a summons required by these rules to be served upon or delivered to any party may be so served or delivered by forwarding the same by post in a registered cover addressed to such party, or his recognised agent, or where such party is a railway administration or a Company, to the manager or agent of the administration or the chairman or Secretary of the Company at its principal office in India.

(*6*) In the computation of time under these rules every document so forwarded by post as aforesaid shall be deemed to have been delivered by the party delivering the same when put into the post or handed to some proper officer of the Post Office for the purpose of being posted and to have been delivered to the party to whom the same is addressed in due course of post, unless he shall prove that it was not in fact delivered to him or at his residence until some later time.

Application to suits of Chapter VII with modifications, and non-application to them of sections 99-A, 101, 103 and 107 of Code Substitution of new section for sections 100 and 102

26. (*1*) In the application of Chapter VII of the Code to suits under these rules for the words "fixed for the defendant to appear and answer" or any words tantamount thereto wherever they occur, the words "appointed for the first hearing of the suit" shall be substituted.

(*2*) None of the provisions of sections 99-A, 101, 103, and 107 of the Code shall apply to any such suit.

(*3*) For sections 100 and 102 of the Code the following shall be substituted, namely:

Procedure if only some of the parties appear.

"100. If any party appears and any other party does not appear, the Court may either—

(*a*) proceed *ex parte* as to the party not appearing;

(*b*) direct a second summons to be issued and served on the party not appearing; or

(*c*) postpone the hearing of the suit to a future day fixed by the Court, and direct notice of such day to be given to the party not appearing."

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE INDIAN RAILWAYS ACT, 1890 (IX OF 1890).

Rules for enabling Railway Commissioners to carry into effect the provisions of Chapter V of Act—*contd.*

(*4*) Save as hereinbefore appears nothing in Chapter VIII of the Code shall apply to any suit under these rules.

Substitution of new section for section 146, non-application to suits of section 155, and amendment of section 157 of the Code.

27. (*1*) For section 146 of the Code the following shall be substituted, namely:

Issues.

"146. At the first hearing of the suit the Court shall, after reading the pleadings and the written statements, if any, and hearing the allegations made by the parties or their pleaders, respectively, ascertain upon what material propositions of fact or of law the parties are at variance, and shall thereupon proceed to frame and record the issues on which the right decision of the case appears to the Court to depend.

"When issues both of law and of fact arise in the same suit, and the Court is of opinion that the case may be disposed of on the issues of law only, it shall try those issues first, and for that purpose may, if it thinks fit, postpone the settlement of the issues of fact until after the issues of law have been determined.

"Nothing in this section shall require the Court to frame and record issues when the defendant at the first hearing of the suit makes no defence."

(*2*) Section 155 of the Code shall not apply to any suit under these rules.

(*3*) Section 157 of the Code shall be read as if the words and figures "rule 26, clause (3)" were inserted therein instead of the word and figures "Chapter VII."

Non-application to suits of sections 184 to 185-A, and 189 to 191. Substitution of new section for section 197 of Code.

28. (*1*) None of the provisions of sections 184, 185, 185-A, 189, 190 and 191 of the Code shall apply to any suit under these rules.

(*2*) For section 197 of the Code the following shall be substituted, namely:

Swearing of affidavits.

"197. The oath of the declarent of an affidavit to be used before the Commissioners may be administered by one of the Commissioners or by the Registrar, or by any Court or Magistrate or by any officer having authority to administer the oath of the declarent in the case of an affidavit under the Code."

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE INDIAN RAILWAYS ACT, 1890 (IX OF 1890).

Rules for enabling Railway Commissioners to carry into effect the provisions of Chapter V of Act—*contd.*

Non-application to suits of sections 199 and 207 to 216 of Code

29. None of the provisions of section 199 or of sections 207 to 216 both inclusive of the Code shall apply to any suit under these rules.

Costs.

30. Every order of costs made by the Commissioners shall be made subject to taxation thereof, and such costs shall be taxed by the Registrar or by such other person as the Commissioners may direct upon the order of the Commissioners under which the costs are payable, and unless it shall be otherwise directed by such order, shall be taxed as between party and party.

GENERAL PROVISIONS.

Review.

Review of decision.

31. (*1*) Every application to the Governor General in Council under the proviso to section 39 of the Act to re-appoint the Commissioners for the purpose of hearing an application for a review of their decision must, unless the Governor General in Council shall in any particular case see fit to enlarge the time for making such application, be made within six weeks after the said decision has been communicated to the parties.

(*2*) Every such application to the Governor General in Council must be addressed to the Secretary to the Government of India in the Legislative Department, and shall be according to Form A, No. 3, in the first Schedule or to the like effect.

(*3*) The proceedings upon every such application will be governed as nearly as may be by the *provisions of rules 6 to 11, both* inclusive.

View.

View.

32. In any case in which, in the opinion of the Commissioners, a view is necessary or desirable, it may be had by one or more Commissioners as they may direct.

Depositing maps, plans and other documents.

Depositing maps, plans and other documents

33. The parties shall leave with the Registrar one week before the day fixed for the first hearing of the suit or reference any maps, plans, sections, time-tables and other documents which are referred to in any pleading or written statement filed therein, or which may be useful in explaining or supporting the same.

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE INDIAN RAILWAYS ACT, 1890 (IX OF 1890).

Rules for enabling Railway Commissioners to carry into effect the provisions of Chapter V of Act—*contd.*

Notice of discontinuance.

Notice of withdrawal or settlement of application.

34. When any application referred to the Commissioners is withdrawn or settled, the applicant shall immediately give notice of the withdrawal or settlement to the Registrar.

Enlargement of time.

Enlargement of time.

35. (*1*) When the Commissioners who are to decide an application are not sitting, the Registrar, and when they are sitting the Commissioners, may enlarge the time appointed by any of these rules for doing any act, or taking any proceeding in relation to the application, and any such enlargement may be granted, although the request therefor is not made till after the expiration of the time so appointed.

(*2*) All applications for enlargement of the time for doing any act or taking any proceeding under these rules, and all applications under Chapter X of the Code prior to the first hearing of the suit or reference shall be made in the first instance to the Registrar who shall have in respect of such applications all the powers of the Court:

Provided that every decision of the Registrar under this rule shall be subject to appeal to the Law Commissioner, who may either hear and decide such appeal himself, or refer the same to the Commissioners for their decision, and in either case such decision shall be final.

(*3*) Notice of appeal to the Law Commissioner from any decision of the Registrar under this rule must be given to the Registrar and the opposite party or his pleader within forty-eight hours from the date of the decision appealed from.

Transmission of documents by post.

Sending documents by post to Registrar.

36. Pleadings and other documents required by these rules to be filed with the Registrar may be sent by post in registered covers addressed to the Registrar to the Railway Commissioners and prepaid.

Formal objections.

Orders of Commissioners not to be reversed.

37. No orders of the Commissioners shall be reversed or substantially varied, nor shall any case be remanded in appeal, or any proceeding defeated or impeded on account of any error, defect or irregular-

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE INDIAN RAILWAYS ACT, 1890 (IX OF 1890).

Rules for enabling Railway Commissioners to carry into effect the provisions of Chapter V of Act—*contd.*

ity, whether in the decision or in any order passed in the suit or otherwise not affecting the merits of the case or the jurisdiction of the Court.

Appeals.

Appeals from orders of Commissioners

38. (*1*) Subject to the provisions of sections 31 and 32 of the Act and of these rules, an appeal shall lie to the High Court from every order of the Commissioners as if it were an original decree of a Court immediately subordinate thereto.

(*2*) Save as hereinafter mentioned all the provisions of Chapter XLI of the Code shall apply to all such appeals.

(*3*) Nothing in section 551 of the Code shall apply to any such appeal.

(*4*) For section 553 of the Code the following shall be substituted, namely:

Publication and service of notice of day for hearing appeal.

"553. The day so fixed shall be notified by the Registrar of the High Court in the *Gazette of India*, and a copy of such notification shall be served on the respondent or on his pleader in the High Court in the manner provided in Chapter VI for the service on a defendant of a summons to appear and answer; and all rules applicable to such summons and to proceedings with reference to the service thereof shall apply to the service of such notification."

Incidental proceedings.

Application of Part II, except Chapter XXIII and section 396 of Code, to suits and references.

Practice in cases not expressly provided for.

39. (*1*) All the provisions of Part II of the Code except Chapter XXIII and section 396 in Chapter XXV shall apply to all suits and references under these rules.

(*2*) Save as herein provided the provisions of the Code shall not apply to any such suit or reference.

(*3*) In every case not herein or in and by the Act provided for the general principles of practice in the High Court shall be adopted and applied by the Commissioners.

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE INDIAN RAILWAYS ACT, 1890 (IX OF 1890).

Rules for enabling Railway Commissioners to carry into effect the provisions of Chapter V of Act—*contd.*

Table of fees.

Table of fees.

40. The fees, a table whereof is in the second Schedule hereto, may be demanded and taken in respect of the proceedings before the Commissioners.

THE FIRST SCHEDULE.

FORMS.

A.

Applications to the Governor General in Council.

No. 1.—Application under rule 6 (2).
,, 2.—Application under rule 6 (3).
,, 3.—Application under rule 31.

B.

Written Statements in cases referred to the Commissioners as Arbitrators.

[Rule 12 (*8*).]

No. 1.—Arbitration under an agreement between two or more Railway Administrations.
No. 2.—Arbitration where a suit has been commenced by or against a Railway Administration.
No. 3.—Arbitration in other cases.

C.

Forms of plaint.

[Rule 19 (*2*).]

1.—Complaint under section 28, clause (*a*) of the Act.
2.—Plaint in a suit for a through rate.
3.—Plaint in a suit in respect of terminals.

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE INDIAN RAILWAYS ACT, 1890 (IX OF 1890).

Rules for enabling Railway Commissioners to carry into effect the provisions of Chapter V of Act—*contd.*

D.

Summons to Defendant to appear and answer Suit [Rule 20 (2).]

E.

Answer [Rule 21 (1).]

F.

Reply [Rule 22 (1).]

1.—Reply when there is only one defendant who has answered.
2.—Reply when more than one defendant has answered.

A.

No. 1.—*Application for a reference to the Commissioners as Arbitrators.*

TO THE GOVERNOR GENERAL IN COUNCIL.

In the matter of an agreement for reference to arbitration made between the A Railway Administration of the one part and the B. Railway Administration of the other part, *or as the case may be.*

The application of—
The A. Railway Administration.
The B. Railway Administration,
etc

The applicants state as follows:
1.
2.
3.

etc.

m. Various matters in difference have arisen between the applicants in respect of the matters aforesaid, and the applicants are desirous of referring the same and all other matters in difference between them

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE INDIAN RAILWAYS ACT, 1890 (IX OF 1890).

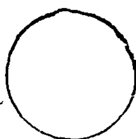
Rules for enabling Railway Commissioners to carry into effect the provisions of Chapter V of Act—*contd.*

arising out of the said agreement (*or as the case may be*) to the decision of a Railway Commission.

The applicants therefore apply to the Governor General in Council for an order appointing a Railway Commission for the determination of the said matters in difference and all other matters in difference between the same parties (*or as the case may be*) and referring this application and the matters in difference aforesaid to the Commissioners for their decision.

Dated this day of 189 .

Signed



Seal of the A. Railway Company,

etc.,

A. B., *Manager.*

etc.,

No. 2.—*Application for a reference to the Commissioners otherwise than as Arbitrators.*

TO THE GOVERNOR GENERAL IN COUNCIL.

The application of A, B., etc.

In the matter of the complaint of A. B. against the Z. Railway Administration [*or as the case may be*].

1. The applicant states that he is aggrieved by the conduct of the Z. Railway Administration in respect of the several matters appearing by the accompanying plaint, and that he is advised that he has no sufficient remedy for such grievances without the aid of a Railway Commission.

2. The applicant therefore applies to the Governor General in Council for an order appointing a Railway Commission and for a reference of

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE INDIAN RAILWAYS ACT, 1890 (IX OF 1890).

Rules for enabling Railway Commissioners to carry into effect the provisions of Chapter V of Act—*contd.*

the said complaint to the Commissioners, and that the Commissioners may hear and decide the same, and may take such orders in respect thereof as the circumstances may require.

Dated this day of 189 .

Signed A. B.
or C. D. on behalf of A. B.

No. 3.—*Application for an order to review.*

TO THE GOVERNOR GENERAL IN COUNCIL.

In the matter of the Indian Railways Act, 1890,
and
In the matter of a suit
Between A. B. . . . . *Plaintiff.*
And the Z. Railway Administration . . . . *Defendant.*
The application of the abovenamed plaintiff
(*or as the case may be*).

The applicant states as follows:

1. On the day of 18 the Governor General in Council was pleased, on the application of the said A. B., to refer the above-mentioned suit to a Railway Commission.

2. On the day of 18 , etc., *state any circumstances that may be material.*

m. On the day of 18 the Commissioners passed an order in the said suit, a copy whereof, and of the judgment whereon such order was founded, accompanies this application.

n. The applicant is advised, and hereby submits, that the said order is erroneous for the following (among other) reasons:

1.
2.
3.

etc.,

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE INDIAN RAILWAYS ACT, 1890 (IX OF 1890).

Rules for enabling Railway Commissioners to carry into effect the provisions of Chapter V of Act—*contd.*

p. The applicant is further advised that the said order is not open to appeal by reason that , etc.,

a. [*If the reason, or one of the reasons, why the order is not appealable be the delay or other default of the applicant, state here the circumstances on which he relies for the purpose of excusing the same*].

y. The applicant is aggrieved by the said order, but under the circumstances hereinbefore appearing he has no sufficient remedy for such grievance without the aid of the order hereby applied for.

z. The applicant therefore applies to the Governor General in Council for an order re-appointing the said Commissioners and referring the said suit back to the Commissioners for the purpose of hearing an application for a review of their said decision, and of granting the same and re-hearing the case if they think that the case should be re-heard.

Dated this day of 189 .

Signed A. B.
or as the case may be.

B.

No. 1.—*Written statement in reference under a standing Agreement for reference to arbitration between two or more Railway Administrations.*

BEFORE THE RAILWAY COMMISSIONERS.

In the matter of the Indian Railways Act, 1890,

and

In the matter of a reference to arbitration

Between the A. Railway Administration . . . . *Plaintiff.*

And the B. Railway Administration . . . . *Defendant.*

Written statement on behalf of the plaintiff (*or defendant*) (*or if more than one plaintiff or defendant,* of the plaintiff A, *or* of the defendant B,

(*or as the case may be.*)

THE INDIAN RAILWAYS ACT, 1890 (IX OF 1890).

Rules for enabling Railway Commissioners to carry into effect the provisions of Chapter V of Act—*contd.*

The said plaintiff (*or defendant*) states as follows:

1. By an agreement in writing, dated , etc., it was amongst other things agreed, etc.,

2.

3.

4.

etc.,

m. The plaintiff (*or defendant*) claims that, under the circumstances herein appearing, he is entitled to an order declaring, etc., and directing, etc.

Dated this day of 189 .

Signed

etc.

[Note—*Nothing which already appears in the application signed by all the parties should be repeated in this statement.*]

No. 2.—*Written statement when a suit commenced by or against a Railway Administration has been referred to Commissioners as Arbitrators.*

BEFORE THE RAILWAY COMMISSIONERS.

In the matter of the Indian Railways Act, 1890,

and

In the matter of a suit

Between A. B. . . . . *Plaintiff.*
And the Z. Railway Administration . . . . *Defendant.*

Written statement on behalf of the plaintiff , etc.

1. Upon the day of 189 the plaintiff instituted a suit against the defendant in the Court for the recovery of , etc.

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE INDIAN RAILWAYS ACT, 1890 (IX OF 1890).

Rules for enabling Railway Commissioners to carry into effect the provisions of Chapter V of Act—*contd.*

2. By an agreement dated , etc., [*or*, by an order dated etc.] and made in the said suit by consent of all parties thereto, (*or as the case may be*) it was agreed, etc.,

3.

4.

etc.,

m. The plaintiff (*or defendant*) claims, etc. (as in Form No. I).

Dated this day of , etc.

Signed , etc.

See note to Form No. I.

No. 3.—*Written statement in other cases of reference to the Commissioners as Arbitrators.*

BEFORE THE RAILWAY COMMISSIONERS.

In the matter of the Indian Railways Act, 1890,

and

In the matter of a reference to Arbitration

Between A. B. . . . . *Plaintiff.*

And the Z. Railway Administration . . . *Defendant.*

Written statement on behalf of the plaintiff.

The plaintiff states as follows:

1.

2.

3.

4. By an agreement in writing dated , etc., it was amongst other things agreed that the parties hereto should concur in an application to the Governor General in Council for a reference of all the said matters in difference to a Railway Commission and , etc.

5.

6.

etc.

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE INDIAN RAILWAYS ACT, 1890 (IX OF 1890).

Rules for enabling Railway Commissioners to carry into effect the provisions of Chapter V of Act—*contd.*

m. The plaintiff claims, etc. (as in Form No. I.)

Dated this day of 189 .

Signed , etc.

See note to Form No. I.

C.

No. 1.—*Complaint under section 28, clause (a) of the Act.*

BEFORE THE RAILWAY COMMISSIONERS.

In the matter of the Indian Railways Act, 1890.

Between A. B. . . . . *Plaintiff.*
And the Z. Railway Administration . . . *Defendant.*

A. B., the abovenamed plaintiff, states as follows:

1.
2.
3.

etc.,

m. On the day of 18 the plaintiff applied to the Governor General in Council for an order referring this complaint to a Railway Commission for hearing and determination and by notification No. and published in the *Gazette of India* on the 18 , the Governor General in Council was pleased to order, etc.

[*The dates and numbers to be left blank, and be filled in by the Registrar after the order of reference has been made.*]

n. The plaintiff prays for an order enjoining the said Railway Administration (*here state concisely the nature of the application, as for example*) to desist from giving any undue preference to themselves or other persons in the forwarding, or in the receiving, forwarding and

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE INDIAN RAILWAYS ACT, 1890 (IX OF 1890).

Rules for enabling Railway Commissioners to carry into effect the provisions of Chapter V of Act—*contd.*

delivering for themselves or other persons of goods or in their charges for the same over the said A. B. in the forwarding of such goods for him, and enjoining the said Railway Administration not to subject him to any undue prejudice in respect thereof.

Dated this day of 18 .

Signed A. B.

or C. D.,

Legal Adviser to A. B.

No. 2.—*For a Through Rate.*

BEFORE THE RAILWAY COMMISSIONERS.

In the matter of the Indian Railways Act, 1890.

Between the A. Railway Administration . . . *Plaintiff.*

And the Z. Railway Administration . . . . . *Defendant.*

The abovenamed plaintiff states as follows:

1. The plaintiff's railway system comprises, amongst other lines, a line on the statutory broad gauge running from X to Y.

2. The defendant's railway system comprises, amongst other lines, a line on the like gauge running from Y. to Z.

3. There is a physical connection between the two lines abovementioned by a junction at A; *x* chains from the plaintiff's station at X and *y* chains from the defendant's station at Y. By means of this connection carriages and wagons can freely pass and re-pass from the plaintiff's line to the defendant's line, and *vice versâ*.

4. There is a considerable traffic in between X and Z, and it would be a great convenience, in the interests of the public, that goods should be carried from X to Z at through rates:

THE INDIAN RAILWAYS ACT, 1890 (IX OF 1890).

Rules for enabling Railway Commissioners to carry into effect the provisions of Chapter V of the Act—*contd*

5. On the day of the plaintiffs by their manager gave a written notice to the defendant, a copy whereof is set forth in the Schedule hereto, No. 1.

6. On the day of the plaintiff received from the defendant a written notice of objection, copy whereof is set forth in the said Schedule No. 2.

etc.,

7. On the day of the plaintiff applied to the Governor General in Council, etc. (*as in Form No. 1*).

n. The plaintiff prays for an order allowing the proposed through rate and the apportionment thereof, or fixing such other rate of apportionment as may seem to the Commissioners to be just and reasonable, or for such further or other order in the premises as the circumstances may require.

Dated this day of 189 .

Signed , etc.

No. 3.—*For Terminals.*

BEFORE THE RAILWAY COMMISSIONERS.

In the matter of the Indian Railways Act, 1890.

Title as in No. 1.

A, B, the abovenamed plaintiff, states as follows:

1.

2.

3.

etc.,

m. On the day of 189 , (*as in No. 1*)

n. The plaintiff prays as follows:

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE INDIAN RAILWAYS ACT, 1890 (IX OF 1890).

Rules for enabling Railway Commissioners to carry into effect the provisions of Chapter V of Act—*contd.*

delivering for themselves or other persons of goods or in their charges for the same over the said A. B. in the forwarding of such goods for him, and enjoining the said Railway Administration not to subject him to any undue prejudice in respect thereof.

Dated this day of 18 .

Signed A. B.

or C. D.,

Legal Adviser to A. B.

No. 2.—*For a Through Rate.*

BEFORE THE RAILWAY COMMISSIONERS.

In the matter of the Indian Railways Act, 1890.

Between the A. Railway Administration . . . *Plaintiff.*

And the Z. Railway Administration . . . . *Defendant.*

The abovenamed plaintiff states as follows:

1. The plaintiff's railway system comprises, amongst other lines, a line on the statutory broad gauge running from X to Y.

2. The defendant's railway system comprises, amongst other lines, a line on the like gauge running from Y. to Z.

3. There is a physical connection between the two lines abovementioned by a junction at A; *x* chains from the plaintiff's station at X and *y* chains from the defendant's station at Y. By means of this connection carriages and wagons can freely pass and re-pass from the plaintiff's line to the defendant's line, and *vice versâ.*

4. There is a considerable traffic in between X and Z, and it would be a great convenience, in the interests of the public, that goods should be carried from X to Z at through rates:

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE INDIAN RAILWAYS ACT, 1890 (IX OF 1890).

Rules for enabling Railway Commissioners to carry into effect the provisions of Chapter V of the Act—*contd.*

5. On the day of the plaintiffs by their manager gave a written notice to the defendant, a copy whereof is set forth in the Schedule hereto, No. 1.

6. On the day of the plaintiff received from the defendant a written notice of objection, copy whereof is set forth in the said Schedule No. 2.

etc.,

7. On the day of the plaintiff applied to the Governor General in Council, etc. (*as in Form No. 1*).

n. The plaintiff prays for an order allowing the proposed through rate and the apportionment thereof, or fixing such other rate of apportionment as may seem to the Commissioners to be just and reasonable, or for such further or other order in the premises as the circumstances may require.

Dated this day of 189 .

Signed , etc.

No. 3.—*For Terminals.*

BEFORE THE RAILWAY COMMISSIONERS.

In the matter of the Indian Railways Act, 1890.

Title as in No. 1.

A, B, the abovenamed plaintiff, states as follows:

1.

2.

3.

etc.,

m. On the day of 189 , (*as in No. 1*)

n. The plaintiff prays as follows:

THE INDIAN RAILWAYS ACT, 1890 (IX OF 1890).

Rules for enabling Railway Commissioners to carry into effect the provisions of Chapter V of the Act—*contd.*

1. That it may be declared that the terminal of so charged by the defendant as aforesaid is not a reasonable terminal under the circumstances herein appearing.
2. That the defendant may be restrained by injunction from continuing to charge the said terminal.
3. That it may be decided what is a reasonable sum to be paid to the defendant in respect of such terminal as aforesaid.
4. That such further or other order may be made as the circumstances may require.

Dated this day of 189 .

Signed , etc.

D.

Summons to appear and answer.

BEFORE THE RAILWAY COMMISSIONERS.

In the matter of the Indian Railways Act, 1890.

Title.

To the defendant, the Z Railway Administration.

Whereas the Governor General in Council has referred to a Railway Commission the complaint of the abovenamed plaintiff, A. B., a copy whereof accompanies this summons, you are hereby required within thirty days from the service hereof upon you to put in your answer to the same, and take notice that, in default of such answer being put in within such time, the Railway Commission may proceed to hear the suit *ex parte*.

And you are further required along with your answer to file a complete list or memorandum of all documents in your possession or power containing evidence relating to the merits of the plaintiff's

THE INDIAN RAILWAYS ACT, 1890 (IX OF 1890).

Rules for enabling Railway Commissioners to carry into effect the provisions of Chapter V of the Act—*contd.*

case, and of all documents, whether in your possession or not, upon which you intend to reply in support of your case.

Given under my hand and the seal of the Commissioners this day of 18 .

Signed M. N.,
Registrar.

E.

Answer [Rule 21 (1).]

BEFORE THE RAILWAY COMMISSIONERS.

In the matter of the Indian Railways Act, 1890.

Title.

In answer to the plaint of the abovenamed plaintiff, the abovenamed defendant, the Railway Administration, states that—

1.
2.

This answer is made on behalf of the said Railway Administration by C. D. of , who is acquainted with the facts stated therein.

Dated this day of 18 .

Signed C. D.

F.

No. 1.—Reply—One defendant [Rule 22 (1).]

BEFORE THE RAILWAY COMMISSIONERS.

In the matter of the Indian Railways Act, 1890.

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE INDIAN RAILWAYS ACT, 1890 (IX OF 1890).

Rules for enabling Railway Commissioners to carry into effect the provisions of Chapter V of the Act—*contd.*

Title.

In reply to the answer of the abovenamed Railway Administration, the abovenamed plaintiff states that—

1.

2. And the said A. B. admits that—

Dated this day of 18 .

Signed A. B.
or C. D.
Legal Adviser to A.B.

No. 2.—*Reply—More defendants than one* [*Rule 22 (1)*].

BEFORE THE RAILWAY COMMISSIONERS.

In the matter of the Indian Railways Act, 1890.

Title.

The reply of the abovenamed plaintiff to the answers of the abovenamed defendants.

1. In reply to the answer of the defendant, the A. Railway Administration, the plaintiff states that—

2.

3.

4. In reply to the answer of the defendant, C. D., the plaintiff states that , etc.,

5.

6.

m. And the plaintiff admits that , etc.

Dated this day of 189 .

Signed etc.

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE INDIAN RAILWAYS ACT, 1890 (IX OF 1890).

Rules for enabling Railway Commissioners to carry into effect the provisions of Chapter V of the Act—*concld.*

(THE SECOND SCHEDULE.)

TABLE OF FEES (RULE 40).

To be taken in relation to Proceedings before Railway Commissioners.

	Rs.	A.	P.
Every plaint filed	5	0	0
Every summons	3	0	0
Every answer, reply or other written statement filed	3	0	0
Office copy of proceedings or other documents of the like nature per hundred words or fraction of a hundred words . . .	0	8	0
Note.—Copies of maps, plans, sections and the like are to be paid for by the party requiring them according to the actual cost.			
Every hearing in the naturre of an arbitration between Railway Administrations [Act IX, 1890, s 28 (*b*) and (*c*)], each day or part of a day	200	0	0
Every decision of such difference	100	0	0
Every hearing in the nature of an arbitration one of the parties being other than a Railway Administration [Act IX, 1890, s. 28 (*c*)], each day or part of a day	100	0	0
Every decision of such difference	50	0	0
Every decree or final order made in any suit	50	0	0
Note.—The fee for the hearing is to be paid on each day by the party whose case is then being heard, unless the Commissioners otherwise order.			

NOTE.—All fees shall be collected by court-fee stamps.

Stamps representing the fee for a summons shall be affixed to the application for the issue of the summons.

Stamps representing the fee for an office copy shall be affixed to the application for the copy.

The paper bearing stamps representing any other fee must have infaced thereon a description of the proceeding in respect of which the fee was paid.

Every stamp filed must be cancelled in accordance with the law and rules for the time being in force for the cancellation of court-fee stamps.

[*See* Gazette of India, 1892, Pt. I, p. 658.]

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE INDIAN RAILWAYS ACT, 1890 (IX OF 1890).

General Rules for working Railways under Construction and not open to traffic.

[1]*No. 114, dated the 6th July, 1912.*—In exercise of the powers conferred by section 47 of the Indian Railways Act, 1890,[2] and by notification of the Government of India in the Department of Commerce and Industry, No. 801, dated the 24th March, 1905, and in supersession of the rules annexed to the Government of India, Public Works Department, Resolution No. 736-R. T., dated the 17th October, 1890, and of all other rules made in this behalf, the Railway Board hereby make the following general rules for such portion or portions of railways in British India administered by the Government, as may be under construction, and not used for the public carriage of passengers, animals or goods:—

IX of 1890.

CHAPTER I.

PRELIMINARY.

Definitions.

1. In these rules, unless there is anything repugnant in the subject or context,—

(*1*) "adequate distance" means the distance sufficient to ensure safety, having regard to the local conditions obtaining;

(*2*) "authorised officer" means the person who is duly empowered by general or special order of the Engineer-in-Chief either by name or by virtue of his office, to issue instructions or do any other thing;

(*3*) "authority to proceed" means the authority given to the driver of a train, under the system of working, to leave the station with his train;

(*4*) to "block" means to despatch a message from a station intimating to the next station on either side that the block-section is obstructed, or is to be obstructed;

(*5*) "block-section" means that portion of the running road between two stations on to which no running train may enter until permission to approach has been received from the station at the other end of the section;

(*6*) the expression "connections," when used with reference to a running road, means the points and crossings or other appliances used to connect such road with other roads or to cross it;

[1] Published with Resolution No. 1216-R. T., dated the 6th July, 1912, *see* Gazette of India, 1912, Pt. I, p. 751, and under that Resolution was brought into force on 1st October, 1912.

[2] Genl. Acts, Vol. IV.

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE INDIAN RAILWAYS ACT, 1890 (IX OF 1890).

General Rules for working Railways under Construction and not open to traffic—*contd.*

(7) "Construction train" means a train working solely for the purposes of construction;

(8) "day" means from sunrise to sunset;

(9) "Engineer-in-Chief" means the Constructing Engineer who is the head for the time being of the staff engaged on construction, or, if the Construction is under control of an Open Line Administration, the Engineer appointed by that Administration to exercise the powers of Engineer-in-Chief under these rules;

(10) "Engine Driver" means the person for the time being in charge of a working locomotive engine;

(11) "fixed signal" includes a semaphore arm for use by day and a fixed light for use by night;

(12) "fouling point" means the point at which the infringement of fixed Standard Dimensions occurs, where two tracks cross or join one another;

(13) "Ganger" means the person in charge of a gang of platelayers or other workmen employed on the permanentway;

(14) "goods train" means a train (other than a construction train) intended solely or mainly for the carriage of animals or goods;

(15) the expression "Government Inspector" when used with reference to any railway, means an Inspector appointed to exercise any functions under the [1] Indian Railways Act, 1890, in respect of that railway; IX of 1890.

(16) "Guard" includes a brakesman or any other railway servant who may for the time being be performing the duties of a guard;

(17) "main line" means the line ordinarily used for running trains through and between stations;

(18) "night" means from sunset to sunrise;

(19) "obstruction" or "obstructing" means a train, vehicle or obstacle on or fouling a line, or any condition which is dangerous to trains;

(20) "permission to approach" means the permission given from a station to a station in rear for a train to leave the latter and approach the former;

[1] Genl. Acts, Vol. IV.

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE INDIAN RAILWAYS ACT, 1890 (IX OF 1890).

General Rules for working Railways under Construction and not open to traffic—*contd.*

(*21*) "running road" means the track, which may consist of one or more lines with the cross-over roads connecting them, to be used by a train when entering or leaving a station or when passing through a station or between stations;

(*22*) "running train" means a train which has started under an authority to proceed and has not completed its journey;

(*23*) "special instructions" mean instructions issued from time to time by the authorised officer in respect to particular cases or special circumstances;

(*24*) "special train" means any train which is neither a goods train nor a construction train;

(*25*) "station" means any place on a line of railway at which an authority to proceed is given under the system of working;

(*26*) "station limits" mean the portion of a railway which is under the control of a Station Master, and is situated between the outermost signals of the station;

(*27*) "Station Master" means the person on duty who is for the time being responsible for the working of the traffic within station limits;

(*28*) "station section" means that section of station limits at a Class B station which is included—

(*1*) between the Home signals; or

(*2*) between the outermost facing points if there are no Home signals;

(*29*) "system of working" means the system adopted for the time being for the working of trains on any portion of a railway; and

(*30*) "train" means an engine, with or without vehicles attached.

Classification of stations.

2. Stations shall for the purposes of these rules be deemed to be—

Class B stations, defined in open line working rules as stations where permission to approach may be given for a train before the line has been cleared for the reception of the train within the station section or within the station limits, as the case may be.

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE INDIAN RAILWAYS ACT, 1890 (IX OF 1890).

General Rules for working Railways under Construction and not open to traffic—*contd.*

CHAPTER II.

SIGNALS.

A.—General Provisions.

3. The signals prescribed in these rules shall be used for controlling the movement of trains in all cases in which exceptions are not allowed by special instructions of the Engineer-in-Chief (*see also rule 36*). General use of signals.

4. The signals to be used for controlling the movement of trains shall be— Kinds of signals

fixed signals,
hand signals, and
detonating signals.

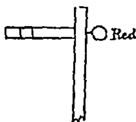
5. The signals prescribed in these rules for use by night shall also be used by day in tunnels and in thick or foggy weather. Use of night signals by day.

B.—Fixed Signals.

6. Unless special instructions are issued to the contrary by the Engineer-in-Chief, all railways shall be equipped with semaphore signals which shall be Stop signals. Use of semaphore Stop signals.

7. (*1*) The arm of the signal shall be square ended, and the signal shall be arranged to give two indications, namely, "Stop" and "Proceed," either by the position of the arm or by the showing of a light. Description of Stop signals, and their indications.

(*2*) The horizontal position of the arm, or, at night, the showing of a red light, thus—



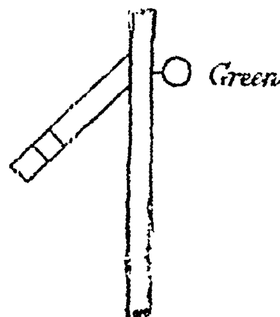
constitutes the "on" or "danger" position, and signifies "Stop dead," and do not pass till the arm is lowered or (at night) till the light is changed to green.

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE INDIAN RAILWAYS ACT, 1890 (IX OF 1890).

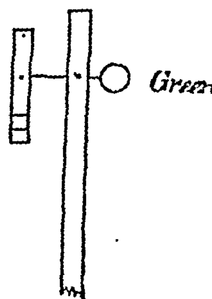
General Rules for working Railways under Construction and not open to traffic— *contd.*

(3) The inclined position of the arm, lowered to an angle of from 45° to 60° below the horizontal, or, at night, the showing of a green light, thus—



constitutes the "off" position, and signifies "Proceed."

(4) If allowed by special instructions of the Engineer-in-Chief the arm, when "off", may be vertical, thus—



Kinds of Stop signals for approaching trains.

8. (1) The Stop signals which control the movement of trains approaching a station are of three kinds, namely, Outer, Home, and Track (or Routing) signals.

(2) The Outer signal is a signal fixed at an adequate distance outside the place where a train usually comes to a stand in accordance with the system of working.

(3) The Home signal is generally placed at the entrance points and is the first Stop signal of a station at which an Outer signal is not provided and the second Stop signal of a station at which an Outer signal is provided. Instead of the Home Signals a Main Signal may, under special instructions of the Engineer-in-Chief, be used.

The Main signal is a signal fixed within station limits, generally near the centre of a station. It is ordinarily provided with two semaphore arms only, one on either side of the post, in which case the left-hand arm only is applicable to approaching trains. No other arrangement of arms may be used without the sanction of the Engineer-in-Chief.

(4) The Track or Routing signal is a special bracketted signal used to indicate to an Engine Driver which of two or more diverging tracks

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE INDIAN RAILWAYS ACT, 1890 (IX OF 1890).

General Rules for working Railways under Construction and not open to traffic—*contd.*

is made for him when the Home signal is, in consequence of its position, inconvenient for that purpose.

Co-acting signals.

9. (*1*) Co-acting signals are duplicate signals fixed vertically below ordinary signals, and are provided where, in consequence of the great height of the signal post, or of there being an overbridge or other obstacle, the main arm or light is not in view of the Engine Driver during the whole time that he is approaching it.

(*2*) Co-acting signals must be fitted at such height that either the main arm or *light or the Co-acting arm or light may always be visible.*

Description of Banner Flag.

10. A Banner Flag is a temporary fixed danger signal consisting of a red cloth supported at each end on a post and stretched across the line to which it refers.

Normal position of fixed signals.

11. (*1*) The normal position of every fixed signal shall be "danger."

(*2*) Every fixed signal shall be so constructed that, in case of failure of any part of its connections, it shall remain at, or return to its normal position.

Position of signal arms.

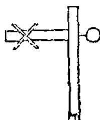
12. Signal arms must be placed on the left hand side of the post as seen by the Driver of any approaching train.

Painting of signal arms.

13. Signal arms must be painted red with a white bar on the side facing trains to which they refer, and white with a black bar on the other side.

Signals out of use.

14. When semaphore signals are not in use the arms must remain fixed in the "on" position, and must be distinguished by having two crossed bars on them, each bar being not less than 3′ 6″ long and 4″ wide, thus—



Position of fixed signals.

15. Fixed signals shall be fixed on the side of the line on which they can be seen by Drivers of approaching trains, but the left-hand side of the track is to be preferred unless the sighting is greatly interfered with.

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE INDIAN RAILWAYS ACT, 1890 (IX OF 1890).

General Rules for working Railways under Construction and not open to traffic—*contd.*

Bracket-posts and signal posts when to be used.

16. Unless otherwise permitted by special instructions of the Engineer-in-Chief—

(*a*) where two or more lines diverge, the signals must be fixed on a bracket-post; and

(*b*) where two or more lines converge, the signals must be fixed on separate posts or, where this is not practicable, then on a bracket-post:

Provided that, where the number of signals is considerable, they may be fixed on separate posts or dolls carried on a Signal-bridge provided for the purpose.

Placing of more than one signal on the same post.

17. Not more than one signal referring to trains moving in the same direction (whether on the same track or on separate tracks) shall be placed on the same post, unless—

(*a*) the lower signal is a Co-acting signal, or

(*b*) the sanction of the Engineer-in-Chief has been obtained.

Relation of signals to particular roads.

18. (*1*) In the case of all bracket or bridge signals, the left-hand signal shall be red as referring to the left-hand road, and the second signal from the left shall be red as referring to the next road from the left, and so on.

(*2*) Where, with the sanction of the Engineer-in-Chief under rule 17, clause (*b*), two or more signals are placed on the same post, the top arm shall be read as referring to the left-hand diverging road, and the second arm shall be read as referring to the next road from the left, and so on.

Distinction between signals.

19. Signals on brackets and bridges shall be distinguished as much as possible by grouping and by making the more important signals higher than the less important signals.

Back-lights.

20. (*1*) Every fixed signal, the light of which cannot be seen from the point from which the signal is worked, must be provided with a back-light or tell-tale, by which the Station Master may see whether the light is burning or not.

(*2*) Back-lights of signals must show a small white light when "on," and no light at all in any other position.

C.—Hand Signals.

Hand Signals how made.

21. A hand signal shall be made—

by day, by showing a flag or hand, and,

by night, by showing a light.

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE INDIAN RAILWAYS ACT, 1890 (IX OF 1890).

General Rules for working Railways under Construction and not open to traffic—*contd.*

Stop signal how given

22. The Stop signal shall be given—

by day,—

(*a*) by showing a red flag, thus—



or

(*b*) in the absence of flags, by raising both arms with the hands above the head, thus—



and by night,—

(*i*) by showing a red light; or

(*ii*) in the absence of a red light, by violently waving a white light.

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE INDIAN RAILWAYS ACT, 1890 (IX OF 1890).

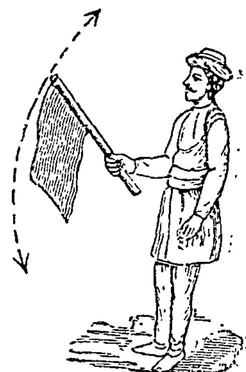
General Rules for working Railways under Construction and not open to traffic—*contd.*

Proceed with caution signal when used and how given.

23. The Proceed with caution signal must be used when it is intended that a train should proceed slowly, and shall be given—

by day,—

(*a*) by waving a green flag vertically thus—



or

(*b*) in the absence of flags, by waving one arm in a similar manner, thus—



and,

by night, by similarly waving a green light.

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

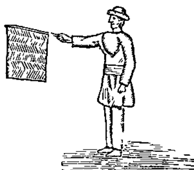
THE INDIAN RAILWAYS ACT, 1890 (IX OF 1890).

General Rules for working Railways under Construction and not open to traffic—*contd.*

24. The Proceed signal shall be given—
by day,—

Proceed signal how given.

(*a*) by holding a green flag steadily, thus—



or

(*b*) in the absence of flags, by holding out one arm steadily, thus—



and, by night, by holding a green light steadily.

25. In shunting operations, signals shall be given as follows:—

Signals for shunting.

(1) *to move away from* the person signalling, a green flag or green light moved slowly up and down;

(2) *to move towards* the person signalling, a green flag or green light moved from side to side across the body;

(3) *to slow down,* the above signals to be displayed slower and slower until the Danger signal is given.

25A. In shunting operations the following signals may, during daylight, be substituted for signals by flag:—

(1) *to move away from* the person signalling, throw the arm nearer to the driver in the forward direction;

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

The Indian Railways Act, 1890 (IX of 1890).

General Rules for working Railways under Construction and not open to traffic—*contd.*

(2) *to move towards* the person signalling, throw the arm nearer to the driver across the body in the direction in which the train is to move;

(3) *to slow down*, the above signals to be displayed slower and slower until it is desired to stop, when both arms should be raised, with the hands above the head;

(4) *to show that part of the train is uncoupled*, place the hands together in front of the body and separate them smartly: (this signal, when necessary, is to be given before the movement signal).

D.—Detonating Signals.

Detonating signals defined.

26. "Denotating" signals (otherwise known as "Fog" signals) are appliances placed on the rails so as to explode with a loud report when an engine passes over them, for the purpose of attracting the attention of Engine Drivers.

Stocks of detonators.

27. All Station Masters, Guards, Engine Drivers, Gangers and Gatemen, and all other railway servants on whom this duty may be laid by the Engineer-in-Chief must keep a stock of detonators.

Placing of detonators in thick or foggy weather.

28. In thick or foggy weather, whenever it is necessary to indicate to the Driver of an approaching train the locality of a signal, two detonators must be placed on the line, by a railway servant appointed by the Station Master in this behalf, about ten yards apart and at least one hundred yards outside the outermost signal of the station.

Placing of detonators in case of obstruction.

29. (*1*) Whenever, in consequence of an obstruction of a line, it is necessary for a railway servant to show hand danger signals at some place short of such obstruction, he shall put on the line one detonator, half-way out to such place and three detonators, about ten yards apart, at such place.

(*2*) If the said railway servant is recalled before the obstruction is removed, he must leave down three detonators and must on his way back pick up the intermediate detonator.

Placing of detonators on a mixed gauge.

30. In all cases where the use of detonators is necessary under these rules, on a mixed gauge, detonators must be placed on one rail of each gauge, or on the rail common to both.

Securing of detonators on the line.

31. Detonators must be placed on the line with the label or brand upwards, and must be secured by bending the clasp round the upper flange of the rail.

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE INDIAN RAILWAYS ACT, 1890 (IX OF 1890).

General Rules for working Railways under Construction and not open to traffic—*contd.*

32. Every railway servant placing detonators on the line must see that they are, when necessary, renewed immediately after a train has passed over them. *Removal of detonators on the line.*

E.—Signals at Stations.

33. The fixed signals prescribed in this sub-chapter shall be provided at every station except— *Obligation to provide fixed signals at stations.*

(*a*) stations between which trains are worked on the One Engine Only system mentioned in Chapter X, and

(*b*) stations which are exempted from this rule by special instructions of the Engineer-in-Chief.

34. Fixed signals shall not be brought into use until they have been passed by the authorised officer as being sufficient to secure the safe working of trains. *Inspection of fixed signals.*

35. The minimum equipment of fixed signals to be provided for each direction shall be as follows.— *Minimum equipment of fixed signals.*

at a Class B station—an Outer signal, and a Home signal.

36. Notwithstanding anything contained in rule 35— *Exceptions to rule 35.*

(*a*) on any railway under construction all signals, except one Stop signal at each station for each direction, may, under the special sanction of the Engineer-in-Chief be dispensed with, the said Stop signal being placed at such point within or outside the station-yard as he may approve, and trains being worked in accordance with special instructions; and

(*b*) on any railway under construction all or any signals may, with the special sanction of the Engineer-in-Chief, be dispensed with, trains being worked in accordance with his special instructions.

37. (*1*) In addition to the equipment prescribed in rule 35 such other fixed signals (if any) must be provided at every station as may, in the opinion of the Engineer-in-Chief, be necessary for the safe working of trains. *Additional fixed signals at stations generally.*

(*2*) As construction approaches completion the temporary "fixed" signals which have served for construction purposes may be replaced by the permanent "fixed" signals which will be needed for open line working. If these are introduced, the Engineer-in-Chief may apply such portion of the General Rules for working open lines o railway as may

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE INDIAN RAILWAYS ACT, 1890 (IX OF 1890).

General Rules for working Railways under Construction and not open to traffic—*contd.*

in his opinion be applicable to the particular signals that he is bringing into use. The responsibility for seeing that these rules are properly applied lies on the Engineer-in-Chief.

F.—Signals at Gates.

Signals at gates.

38. Unless exempted under special instructions, every gate which closes across the line at a level crossing must, except when interlocked with station signals, be provided with semaphore signals fixed at an adequate distance from the gate and showing Stop signals both up and down the line when the gates are open for the passage of road traffic.

G.—Working of Fixed Signals.

Fixed signals generally.

39. (*1*) Subject to the provisions of Rule 11 fixed signals must always be kept "on" (that is, at "danger") except when taken "off" (that is, lowered) to allow a train to pass.

(*2*) No fixed signal shall be taken "off" without the permission of the Station Master.

(*3*) The Station Master shall not give permission to take signals "off" to admit a train until—

(*a*) all facing points over which the train will pass are correctly set and secured;

(*b*) all trailing points over which the train will pass are correctly set, and

(*c*) the line over which the train is to pass is clear and free from obstructions.

(*4*) Except in cases of emergency, a signal which has been taken "off" for the passage of a train shall not be placed "on" until the whole of the train which it controls has passed it or, in the case of a Main signal, has arrived at the place at which trains usually come to a stand.

(*5*) At stations when two or more trains are approaching simultaneously from any direction the signals for one train only at a time may be taken "off," all other signals being kept "on" until the train for which the signals have been taken "off" has come to a stand at the station or has cleared the station.

Stop signals at stations.

40. (*1*) When a train is approaching a station any Stop signal controlling its approach shall not be taken "off" until the train has first been brought to a stand outside the signal unless the line is clear for an

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE INDIAN RAILWAYS ACT, 1890 (IX OF 1890).

General Rules for working Railways under Construction and not open to traffic— *contd.*

adequate distance beyond the place at which trains usually come to a stand.

(2) The adequate distance referred to in sub-rule (1) shall never be less than a quarter of a mile without the sanction of the Engineer-in-Chief.

41. Outer, Home or Main signals of stations shall not be taken "off" for shunting purposes. Shunting.

H.—Defective Signals

42. As soon as the Station Master becomes aware that any signal has become defective or has ceased to work properly, he shall— Duties of Station Master.

(*a*) take measures, either by disconnecting the wire or by other means to place the signal "on," if it is not already in that position;

(*b*) depute one or more competent railway servants, with such hand signals and detonators as may be required, to give signals at the place where the defective signal is situated, until the Station Master is satisfied that such signal has been put into proper working order;

(*c*) if possible, advise the station in rear in order that the Drivers of all approaching trains may be warned; and

(*d*) report the occurrence to the person who is responsible for the upkeep of the signal.

43. As soon as a defective signal has been put into good working order, the Station Master must intimate the fact to the station which was advised of its being defective. Intimation to station when defects remedied.

CHAPTER III.

WORKING OF TRAINS GENERALLY.

44. The working of trains between stations shall be regulated by the standard time prescribed by the Governor General in Council, which shall be sent daily to all the principal stations on the railway, when practicable. Standard time.

45. No trains shall be allowed to run unless previous notice has been given, when practicable, to all stations concerned. Notice of running.

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE INDIAN RAILWAYS ACT, 1890 (IX OF 1890).

General Rules for working Railways under Construction and not open to traffic—*contd.*

Permission to approach and authority to proceed.

46. (*1*) No person other than the Station Master may ask for or give permission to approach or give authority to proceed.

(*2*) An authority to proceed given to a running train shall lapse as soon as the last vehicle of the train has passed inside the Home signal; or, where there is no Home signal, inside the facing points.

Pushing engine.

47. (*1*) Engines pushing trains outside station limits shall not ordinarily exceed a speed of fifteen miles an hour, but in special cases, the speed may be increased to a limit of twenty-five miles an hour, or such other speed as may be ordered by the special instructions of the Engineer-in-Chief.

(*2*) Sub-rule (*1*) shall not apply to an engine assisting in rear of a train.

Engine running tender foremost.

48. When any train is drawn by an engine running tender foremost the speed shall not exceed fifteen miles an hour, or such higher speed, not exceeding twenty-five miles an hour, as may be authorized by special instructions.

Guards and brake-vans.

49. (*1*) Except under special instructions, no engine with vehicles attached shall be despatched from any station without one or more Guards and one or more brake-vans or hand braked vehicles.

(*2*) Every Guard must, except under special circumstances, ride in his own brake-van or braked vehicle.

(*3*) Unless it be otherwise directed by special instructions one brake-van or braked vehicle must be attached to the rear of the train:

Provided that reserved carriages or other vehicles may, under special instructions, be placed in rear of such van.

Loading.

IX of 1890.

50. (*1*) No wagon or truck shall be so loaded as to exceed the maximum gross load on the axles fixed under section 53, sub-section (*3*), of the [1]Indian Railways Act, 1890, or such less load (if any) as may have been prescribed by the Engineer-in-Chief.

(*2*) Except under special instructions, no vehicles shall be so loaded as to exceed the maximum moving dimensions prescribed from time to time by the Railway Board.

Dangerous vehicles.

51. If a Guard or Station Master has reason to apprehend danger from the condition of any vehicle on a train before it can be inspected by a Carriage and Wagon Examiner, the Engine Driver shall be consulted, and, if he so requires, the vehicle shall be detached from the train.

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[1] Genl. Acts, Vol. IV.

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE INDIAN RAILWAYS ACT, 1890 (IX OF 1890).

General Rules for working Railways under Construction and not open to traffic—*contd.*

52. When attaching a travelling crane to a train, the Guard in charge of the train must see that the jib is properly lowered and secured, and that the crane is, if practicable, so placed that the jib will point towards the rear. Travelling cranes.

53. When the jib of a travelling crane projects beyond its truck, or when the load in a truck projects to an unsafe extent beyond the end of the truck, an additional truck shall be attached, to act as a dummy. Dummy truck.

54. *No engine or other vehicle, the property of a private owner, shall* be allowed to enter upon the railway, except in accordance with special instructions. Private engines and vehicles.

55 At night, and in thick or foggy weather,— Train-lights

(1) no train shall be worked outside station limits unless it has—

(*a*) the head-lights prescribed by the Railway Administration of the open line with which the construction line is connected or such other head-lights as may be prescribed by the Engineer-in-Chief, and

(*b*) in the case of an engine with vehicles attached, at least one red tail-light;

(*c*) in the case of a single engine without vehicles attached, at least one red tail-light; and

(*d*) in the case of two or more engines coupled together without vehicles attached, at least one red tail-light affixed to the rear engine;

(2) no engine shall be employed in shunting within station limits or in a siding unless it has the head-lights and tail-lights prescribed in sub-rule (*1*); and

(3) when a train has been shunted for a following train to pass, the tail-light and side-lights must be dealt with in accordance with the rules prescribed by the Railway Administration of the open line with which the construction line *is connected, or such other instructions as may be specially* prescribed by the Engineer-in-Chief.

56. Every train must be run on each section of the line within the limits of speed sanctioned for that section by special instructions. Limits of speed generally.

57. Except under special instructions regarding interlocked stations only, no train shall be run through facing points at a speed exceeding ten miles an hour, or such lower rate as may be prescribed by special instructions. Limit of speed through facing points.

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE INDIAN RAILWAYS ACT, 1890 (IX OF 1890).

General Rules for working Railways under Construction and not open to traffic—*contd.*

64. When any vehicle is being shunted or detached on a steep gradient, the railway servant in charge of the operation must see that a sufficient number of brakes are put on, that sprags or hand-scotches are used when necessary, and that all necessary precautions are taken to prevent the vehicle getting out of control. *Shunting on steep gradient.*

65. Loose shunting of, or against, vehicles containing workmen, explosives or live-stock is prohibited. *Loose shunting.*

66. In case of accident to the line or to any train, or of failure or interruption of electric connections, trains must be worked between stations in accordance with special instructions. *Working in case of accident or failure of electric connections.*

Trains stopped between stations by accident, failure or by any condition of the road which is dangerous to trains.

67. When a train is stopped between stations, the Guard in charge of the train must, unless the stoppage will only be one for a few minutes, immediately ascertain the cause; and, if the stoppage is other than incidental or authorised, and if he finds that through accident or for any other reason the train cannot proceed, the following action shall be taken, namely,— *Train stopped between stations.*

(1) the said Guard must immediately either himself *go back or send a qualified person back, to protect the train;*

(2) the person so going back to protect the train must plainly show his hand Danger signal to stop any approaching train and in addition to his hand signals must take detonators (to be used by day as well as by night), and must place them upon the line on which the stoppage has occurred, as follows, namely:—

(a) one detonator, one quarter of a mile from his train, to be placed on the way out; and

(b) three detonators, ten yards apart, not less than half a mile from his train, or at such distance as has been fixed by special instructions;

and must also continue to show his hand Danger signal to stop any approaching train, until he is recalled;

(3) when such person is recalled he must leave [illegible] three detonators, and must on his way back pick up the intermediate detonator.

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE INDIAN RAILWAYS ACT, 1890 (IX OF 1890).

General Rules for working Railways under Construction and not open to traffic—*contd.*

(4) the Engine Driver must at once show a Danger signal to the front, and must proceed to protect the train in front in the manner prescribed in clauses (2) and (3), either by going himself or by sending his Fireman or some other qualified person;

(5) If the stoppage has occurred on one of two or more parallel tracks, whether of the same or different gauges, the Danger signals hereinbefore referred to must be shown on all the lines. If it is found that the unoccupied line or lines are also obstructed the persons deputed to protect the train under clauses (*1*), (*2*), (*3*), and (*4*) of this rule must, while carrying out the duties therein laid down, protect in a similar manner the unoccupied line or lines obstructed; but, if it be subsequently found that the unoccupied line or lines are not obstructed, the said Danger signal may be removed from such lines as are not obstructed.

Sending advice of accident or break-down.

68. If the engine is for any reason unable to proceed, the Guard in charge of the train shall send advice to the nearest station, stating the nature and cause of the accident, and, if assistance has been asked for, he shall not allow the engine or any portion of his train to be moved until such assistance arrives, provided that if the train is subsequently able to move it may do so at walking pace, but not unless a man has been sent with hand signals and detonators to protect the train, such man keeping at least a quarter of a mile in advance of the train, the other end of the train being protected in a similar manner.

Light engine stopped on line.

69. If any light engine should, while on the line outside station limits, be unable to proceed, the Engine Driver must see that the precautions prescribed by rule 67 are taken for the protection of the engine, both in front and rear; employing the Fireman or some other competent person to assist him.

Train parting.

70. (*1*) If any portion of a train should, while in motion, become detached,—

(*a*) the Engine Driver must use his judgment to keep the front portion in motion if possible until the rear portion has been brought to a stand, so as to avoid the chance of a collision between the two portions, and

(*b*) the Guard or Guards in the rear portion must promptly apply their brakes, and do all they can to prevent a collision with the front portion.

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE INDIAN RAILWAYS ACT, 1890 (IX OF 1890).

General Rules for working Railways under Construction and not open to traffic— *contd*

(*2*) As soon as the rear portion of the train has been brought to a stand, the Guard in charge of the train must protect that portion, in accordance with rule 67, both in front and rear.

Portion of train left on line.

71. (*1*) When a train, stopped between stations, has to be divided in consequence of an accident or the inability of the engine to take the whole train forward, the Guard in charge of the train must, before uncoupling, put down the brakes, and must, if necessary, otherwise carefully secure the rear portion of the train to ensure its remaining stationary.

(*2*) If the engine is capable of proceeding either with or without vehicles, the said Guard shall give written permission to the Engine Driver to uncouple and proceed to the next station, and may, if he thinks fit, give him written instructions to return on the same line.

(*3*) When the said Guard has taken action under sub-rule (*2*), he must immediately take steps to protect the rear portion of his train in accordance with rule 67.

(*4*) At night or in thick or foggy weather as soon as the engine, whether with or without vehicles is drawn forward, the said Guard must see that a light is shown on the front vehicle of the rear portion of the train.

(*5*) When the front portion of the train is taken forward, the Fireman, or, if there are two Guards with the train, the second Guard must, if it is practicable and safe to do so, ride upon the last vehicle of the said front portion of the train until it reaches the next station; but no tail-lamp or tail-board shall be placed on it.

(*6*) On entering a station with the knowledge that the block section behind is obstructed, the first duty of the Driver, when the train consists of the engine only, is to instantly warn the Station Master on duty of this fact, and when vehicles are attached and a Guard accompanies, this first duty devolves upon the Engine Driver and Guard jointly.

(*7*) When, under the written instructions referred to in sub-rule (*2*), the engine is to be brought back, the Guard in charge of the train must, until the arrival of the engine, continue to take the precautions prescribed in rule 67, for the protection in rear of the portions of the train left on the line, and shall not permit a following train to move any of the vehicles under his charge.

(*8*) The Engine Driver shall not bring his train back on the same line unless he has received written instructions, under sub-rule (*2*), from the Guard in charge of the train to do so.

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

The Indian Railways Act, 1890 (IX of 1890).

General Rules for working Railways under Construction and not open to traffic—*contd.*

Construction trains authorised to stop outside station limits or to detach wagons outside station limits.

Authority to stop trains or to detach wagons outside station limits.

72. Under special instructions construction trains may be authorized to stop outside station limits or to detach wagons outside station limits, provided that the respective lengths of line on which such trains are to work have first been "blocked."

CHAPTER IV.

Systems of Working.

Systems of working.

73. (*1*) All trains working between stations must be worked on one or other of the following systems, namely:—

(*a*) Absolute Block;
(*b*) Section Clear;
(*c*) Line Clear and Caution Message;
(*d*) Train-staff and Ticket;
(*e*) Pilot Guard; or
(*f*) One engine only,

at the discretion of the Engineer-in-Chief, subject to the proviso that in exceptional circumstances ordinary working may be temporarily suspended, under special instructions, on any section or sections and the trains thereon be worked under such special regulations for their safe conduct, as the officer suspending the ordinary working may direct.

(*2*) The Absolute Block system alone shall be used on every railway under construction except any railway or portion of a railway under construction on which the Engineer-in-Chief may expressly sanction the use of any other system mentioned in sub-rule (*1*).

CHAPTER V.

The Absolute Block System.

Essentials of the Absolute Block system.

74. (*1*) Where trains are worked on the Absolute Block system,—

(*a*) no train shall be allowed to leave a station unless permission to approach has been received from the station ahead, and

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE INDIAN RAILWAYS ACT, 1890 (IX OF 1890).

General Rules for working Railways under Construction and not open to traffic—*contd.*

(*b*) such permission shall not be given unless the line is clear, not only up to the first Stop signal at the station at which such permission is given, but also for an adequate distance beyond it.

(*2*) The distance referred to in clause (*1*) (*b*) shall not be less than one quarter of a mile, unless otherwise directed by special instructions.

CLASS B STATIONS.—SINGLE LINES.

Conditions under which permission to approach may be given.

75. The line shall not be considered clear, and permission to approach shall not be given, unless—

(*a*) the whole of the last preceding train has passed within the first Stop signal, and

(*b*) this signal has been put "on" behind the said train, and

(*c*) the line is clear for an adequate distance beyond the first Stop signal.

Obstruction outside station *section.*

76. After permission to approach has been given to a train no shunting or obstructing of the line shall be allowed within a quarter of a mile of the first Stop signal referring to that train, unless—

(*a*) that train has arrived at the first Stop signal, and the Station Master has personally satisfied himself that the train has been brought to a dead stand at that signal, and

(*b*) *the first Stop signal is kept at danger, and*

(*c*) a railway servant specially appointed in this behalf by the Station Master is in charge of the operation:

Provided that the line may not be obstructed under clause (*a*), (*b*) or (*c*) in thick or foggy weather, or in any case unless authorised by special instructions.

Obstruction outside the outermost Stop signal.

77. The obstructing of the line outside the outermost Stop signal is prohibited unless the line has been blocked back.

CHAPTER VI.

THE SECTION CLEAR SYSTEM.

Essentials and application of the Section Clear system.

78. (*1*) Where trains are worked on the Section Clear System—

(*a*) no train shall be allowed to leave a station unless permission to approach has been received from the station ahead, and

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE INDIAN RAILWAYS ACT, 1890 (IX OF 1890).

General Rules for working Railways under Construction and not open to traffic—*contd.*

(*b*) such permission shall not be given unless the line is clear up to the first Stop signal of that station.

(*2*) The said system is applicable only to Class B stations where Outers are provided, and to single lines only.

CLASS B STATIONS.—SINGLE LINES.

Conditions under which permission to approach may be given.

79. The line shall not be considered clear, and permission to approach shall not be given unless—

(*a*) the whole of the last preceding train has either passed inside the facing points or arrived at the place at which trains usually come to a stand,

(*b*) all fixed signals have been put back to "on" behind the said train, and

(*c*) the line is clear up to the Outer signal.

Obstruction between the Outer signals.

80. (*1*) Shunting shall not be carried on between the Outer signals, unless—

(*a*) the said signals are kept "on," and

(*b*) after permission to approach has been given for a train, the line between the facing points and the Outer signal, in the direction from which the train will approach, is cleared not less than fifteen minutes before the expected arrival of the train, and is kept clear until the train has arrived or until it has been brought to a stand at the Outer signal, or

(*c*) a rule is enforced that every construction train working shall stop dead at the Outer signal.

(*2*) Subject to the provisions of clauses (*b*) and (*c*) of sub-rule (1), obstructing the line between the facing points and the Outer signal in face of an approaching train, after intimation has been received that such train has entered the block-section, is prohibited, unless—

(*i*) the weather is clear;

(*ii*) the Station Master has personally satisfied himself that the Outer signal is clearly showing "danger" in the direction of the approaching train; and

(*iii*) if the train has arrived at the Outer signal the Station Master has personally satisfied himself that the train has been brought to a dead stand at that signal.

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE INDIAN RAILWAYS ACT, 1890 (IX OF 1890).

General Rules for working Railways under Construction and not open to traffic—*contd.*

81. Obstructing the line outside the Outer signal is prohibited unless the line has been blocked back.

Obstruction outside the Outer signal.

CHAPTER VII.

THE LINE CLEAR AND CAUTION MESSAGE SYSTEM.

82. Where trains are worked on the Line Clear and Caution Message system, no train shall be allowed to leave a station, unless—

Essentials of the Line Clear and Caution Message system

(*a*) permission to approach has been obtained by telegram from the station ahead, and

(*b*) the Engine Driver has been given a written authority to proceed, certifying that the line on which he has to travel is either—

(*i*) absolutely clear of trains; or

(*ii*) occupied only by trains running in the same direction at time intervals.

83. Such permission to approach shall not be given, unless either—

Conditions under which permission to approach may be given.

(1) the line on which the train is to travel is absolutely clear of trains and all other known obstructions up to the Outer signal, and the whole of the last preceding train has passed inside the facing points or has arrived at the place at which trains usually come to a stand, or

(2) the line, outside the facing points, on which the train is to travel is occupied only by a train running in advance in the same direction, at an adequate interval of time and a line has been prepared in the station for the reception of the train running in advance.

84. (*1*) In case (1) of rule 83 the authority to proceed referred to in rule 82 shall be a Line Clear certificate stating that the line is clear.

Nature of the authority to proceed.

(*2*) In case (2) of rule 83 the said authority to proceed shall be a Caution Certificate stating—

(*a*) that the line is occupied only by a train running in advance in the same direction at a stated interval of time; and

(*b*) the time of the departure of the said train and the place at which it will next stop.

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE INDIAN RAILWAYS ACT, 1890 (IX OF 1890).

General Rules for working Railways under Construction and not open to traffic—*contd.*

Restrictions on grant of authority to proceed.

85. An authority to proceed shall not be granted at any station in case (2) of rule 83—

(*a*) if the train which is to follow a train running in advance is to be allowed to run at more than thirty miles an hour, or

(*b*) if the distance to the station ahead is less than five miles, or

(*c*) except in accordance with special instructions, unless the train running in advance has left the station at least fifteen minutes previously, or at such greater interval as may enable the said train at its booked speed to reach the next station at least fifteen minutes before the following train at its booked speed can do so.

Delivery of authority to proceed to Engine Driver or Guard.

86. (*1*) Every authority to proceed, as defined in rule 84, shall be delivered by the Station Master, or by some railway servant appointed in this behalf under special instructions,—

(*a*) to the Engine Driver, if the train runs through the station without stopping, or

(*b*) to the Guard in charge of the train if the train stops at the station.

(*2*) When the authority to proceed is delivered to the Engine Driver under clause (*1*) (*a*) of this rule, a duplicate shall be given to the said Guard.

(*3*) When an authority to proceed is delivered to the said Guard under clause (*1*) of this rule, it must be either—

(*i*) handed personally by the Guard to the Engine Driver, or

(*ii*) countersigned by the Guard, and then handed to the Engine Driver either by the Station Master or by some railway servant appointed in this behalf by special instructions.

(*4*) An authority to proceed shall not be handed to the Engine Driver under sub-rule (*3*)—

(*i*) until the train is nearly ready to start, or

(*ii*) if the train is waiting to pass another train—until the whole of the latter train has come in and is clear of the running road for the former train.

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

The Indian Railways Act, 1890 (IX of 1890).

General Rules for working Railways under Construction and not open to traffic—*contd.*

Responsibilities as to proper preparation of authority to proceed.

87. (*1*) When an authority to proceed is delivered to the Engine Driver under clause (*1*) (*a*) of rule 86, the Station Master must see—

(*a*) that it is properly filled up,

(*b*) that the date and time of the receipt of the line clear or caution telegram upon which it is based are noted thereon,

(*c*) that it applies to the particular train to which such telegram refers, and

(*d*) that it is signed in full and in ink.

(*2*) When an authority to proceed is delivered to the Guard in charge of the train under clause (*1*) (*b*) of rule 86 he must, before it is handed to the Engine Driver, satisfy himself on the several points mentioned in sub-rule (*1*) of this rule.

(*3*) Whether the train stops or runs through a station, the Engine Driver must satisfy himself so far as he may be able to do so, on the several points mentioned in sub-rule (*1*) of this rule, and if he finds that any of them are not complied with, he must not proceed with his train until the mistake or the omission is rectified.

Obstruction in face of approaching train followed by another train.

88. Obstructing the line outside the facing points in face of an approaching train followed by another train for which a permission to approach has been given is prohibited.

Obstruction when approaching train is not followed by another train.

89. (*1*) At a station where an approaching train is not being followed by another train, shunting shall not be carried on between the Outer signals, unless—

(*a*) the said signals are kept "on"; and

(*b*) after permission to approach has been given for a train, the line between the facing points and the Outer signal, in the direction from which the train will approach, is cleared not less than fifteen minutes before the expected arrival of the train, and is kept clear until the train has arrived or until it has been brought to a stand at the Outer signal.

(*2*) Subject to the provisions of clause (*b*) of sub-rule (*1*), obstructing the line between the facing points and the Outer signal, in face of an approaching train after intimation has been received that such train has entered the block-section, is prohibited, unless—

(*i*) the weather is clear;

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE INDIAN RAILWAYS ACT, 1890 (IX OF 1890).

General Rules for working Railways under Construction and not open to traffic—*contd.*

(*ii*) the Station Master has personally satisfied himself that the Outer signal is clearly showing "danger" in the direction of the approaching train; and

(*iii*) if the train has arrived at the Outer signal, the Station Master has personally satisfied himself that the train has been brought to a dead stand at that signal.

CHAPTER VIII.

THE TRAIN-STAFF AND TICKET SYSTEM.

Essentials of the Train-staff and Ticket system.

90. Where trains are worked between two stations on the Train-staff and Ticket system—

(*a*) a single Train-staff must be kept at one of such stations, and

(*b*) no train shall be permitted to start from either of such stations to the other unless the said Train-staff is at the station from which the train starts and has either been handed to or shown to the Engine Driver by the Station Master when giving such permission.

tem here applicable.

91. Trains may be worked on the Train-staff and Ticket system only between such stations as have been declared by special instructions to be staff stations.

General conditions.

92. Trains shall not be allowed to follow one another in the same direction between staff-stations, unless the Engine Driver has been properly warned of the time of departure of the proceeding train and of the place at which it will next stop, and

(*i*) it has been ascertained that the preceding train has arrived at the next station in advance, or

(*ii*) an interval of ten minutes has elapsed since the departure of the preceding train.

Engine Driver to have a staff or Ticket.

93. No train shall be started from a station unless the Engine Driver has in his possession to be carried with him on the journey, either the Train-staff or a Train-staff Ticket for the section of the line over which the train is about to travel.

THE INDIAN RAILWAYS ACT, 1890 (IX OF 1890).

General Rules for working Railways under Construction and not open to traffic—*contd.*

94. The Train-staff or Train-staff Ticket shall be delivered to the Engine Driver by the Station Master or by some railway servant appointed in this behalf by special instructions.

Staff or ticket by whom to be delivered to Engine Driver

95. (*1*) When no other train is intended to follow before the Train-staff will be required for a train running in the opposite direction, then, subject to the provisions of sub-rule (*3*), the Train-staff shall be delivered to the Engine Driver.

Staff or ticket when to be delivered to Engine Driver.

(*2*) When other trains are intended to follow before the Train-staff can be returned, then subject to the provisions of sub-rule (*3*), Train-staff Ticket, indicating that the Train-staff is following, shall be delivered to the Driver of each train except the last; and the Train-staff shall be delivered to the Driver of the last train.

(*3*) When a train is assisted by a second engine in the rear, a Train-staff Ticket shall be delivered to the Driver of the front engine, and the *Train-staff shall be delivered to the Driver of the rear engine:*

Provided that, if both the engines attached to the train are to travel over the entire length of line to which the Train-staff applies, and the train is to be followed by other trains, a Train-staff Ticket shall be delivered to the Driver of each of the engines attached to the first-mentioned train.

(*4*) When a train is assisted by a second engine in the front, the Train-staff or a Train-staff Ticket, as the case may be, must be delivered to the Driver of the leading engine.

(*5*) When a construction train has to stop between stations, the Train-staff shall be delivered to the Engine Driver.

(*6*) The Train-staff or a Train-staff Ticket shall not be delivered to the Driver of any train until the train is ready to start.

(*7*) The Engine Driver shall not accept a Train-staff Ticket unless he sees the Train-staff at the same time in the possession of the person who delivers the ticket to him.

96. When the Train-staff is delivered to the Driver of a train, he shall place it in a conspicuous place provided for the purpose on the engine.

Staff to be kept on engine.

97. When the Train-staff has been taken away from a station by the Driver of a train, no other train shall be started from that station to follow the first mentioned train until the staff has been returned to the station.

Trains not to be started until staff returned.

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE INDIAN RAILWAYS ACT, 1890 (IX OF 1890).

General Rules for working Railways under Construction and not open to traffic—*contd.*

(*ii*) the Station Master has personally satisfied himself that the Outer signal is clearly showing "danger" in the direction of the approaching train; and

(*iii*) if the train has arrived at the Outer signal, the Station Master has personally satisfied himself that the train has been brought to a dead stand at that signal.

CHAPTER VIII.

THE TRAIN-STAFF AND TICKET SYSTEM.

Essentials of the Train-staff and Ticket system.

90. Where trains are worked between two stations on the Train-staff and Ticket system—

(*a*) a single Train-staff must be kept at one of such stations, and

(*b*) no train shall be permitted to start from either of such stations to the other unless the said Train-staff is at the station from which the train starts and has either been handed to or shown to the Engine Driver by the Station Master when giving such permission.

System where applicable.

91. Trains may be worked on the Train-staff and Ticket system only between such stations as have been declared by special instructions to be staff stations.

General conditions.

92. Trains shall not be allowed to follow one another in the same direction between staff-stations, unless the Engine Driver has been properly warned of the time of departure of the proceeding train and of the place at which it will next stop, and

(*i*) it has been ascertained that the preceding train has arrived at the next station in advance, or

(*ii*) an interval of ten minutes has elapsed since the departure of the preceding train.

Engine Driver to have a staff or Ticket.

93. No train shall be started from a station unless the Engine Driver has in his possession to be carried with him on the journey, either the Train-staff or a Train-staff Ticket for the section of the line over which the train is about to travel.

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE INDIAN RAILWAYS ACT, 1890 (IX OF 1890).

General Rules for working Railways under Construction and not open to traffic—*contd.*

Staff or ticket by whom to be delivered to Engine Driver.

94. The Train-staff or Train-staff Ticket shall be delivered to the Engine Driver by the Station Master or by some railway servant appointed in this behalf by special instructions.

Staff or ticket when to be delivered to Engine Driver.

95. *(1)* When no other train is intended to follow before the Train-staff will be required for a train running in the opposite direction, then, subject to the provisions of sub-rule *(3)*, the Train-staff shall be delivered to the Engine Driver.

(2) When other trains are intended to follow before the Train-staff can be returned, then subject to the provisions of sub-rule *(3)*, Train-staff Ticket, indicating that the Train-staff is following, shall be delivered to the Driver of each train except the last; and the Train-staff shall be delivered to the Driver of the last train.

(3) When a train is assisted by a second engine in the rear, a Train-staff Ticket shall be delivered to the Driver of the front engine, and the Train-staff shall be delivered to the Driver of the rear engine:

Provided that, if both the engines attached to the train are to travel over the entire length of line to which the Train-staff applies, and the train is to be followed by other trains, a Train-staff Ticket shall be delivered to the Driver of each of the engines attached to the first-mentioned train.

(4) When a train is assisted by a second engine in the front, the Train-staff or a Train-staff Ticket, as the case may be, must be delivered to the Driver of the leading engine.

(5) When a construction train has to stop between stations, the Train-staff shall be delivered to the Engine Driver.

(6) The Train-staff or a Train-staff Ticket shall not be delivered to the Driver of any train until the train is ready to start.

(7) The Engine Driver shall not accept a Train-staff Ticket unless he sees the Train-staff at the same time in the possession of the person who delivers the ticket to him.

Staff to be kept on engine.

96. When the Train-staff is delivered to the Driver of a train, he shall place it in a conspicuous place provided for the purpose on the engine.

Trains not to be started until staff returned.

97. When the Train-staff has been taken away from a station by the Driver of a train, no other train shall be started from that station to follow the first mentioned train until the staff has been returned to the station.

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE INDIAN RAILWAYS ACT, 1890 (IX OF 1890).

General Rules for working Railways under Construction and not open to traffic—*contd.*

Staff or ticket to be given up, and ticket to be cancelled, on arrival of train.

98. (*1*) Upon the arrival of a train at the station to which the Train-staff or a Train-staff Ticket extends, the Engine Driver must immediately give the Staff or Ticket to the Station Master, or to some railway servant appointed by special instructions to receive it.

(*2*) The person to whom any such ticket is so delivered must immediately cancel the same.

Procedure when engine is disabled.

99. (*1*) If an engine which carries the Train-staff breaks down between two stations, the Fireman must take the Staff to the staff-station in the direction whence assistance can best be obtained, in order that the Staff may be available at the station for delivery to the Driver of the assisting engine.

(*2*) If an engine which carries a Train-staff Ticket breaks down between two stations, assistance must ordinarily be obtained only from the station at which the Train-staff has been left. But if assistance can more readily be obtained from another station in the opposite direction, immediate steps must be taken to have the Staff transferred to the other end of the section.

(*3*) Whenever an engine has broken down between two stations, the Fireman must accompany the assisting engine to the spot.

Tickets how kept.

100. Train-staff Tickets must be kept in a ticket-box provided for the purpose and fastened by an inside spring, the key to open the box being the Staff to which the tickets apply.

Train-staff how kept.

101. The Train-staff when at station, shall not be left in the box, but must be kept by the Station Master in safe custody.

Distinguishing marks on staff tickets and boxes.

102. (*1*) Each Train-staff must have shown upon it the name of the staff-station at each end of the portion of line to which it applies.

(*2*) The Train-staffs and Train-staff Tickets and boxes for the different portions of the line must be distinguished by different colours.

(*3*) "Up" and "Down" Train-staff Tickets must also have distinguishing marks.

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE INDIAN RAILWAYS ACT, 1890 (IX OF 1890).

General Rules for working Railways under Construction and not open to traffic—*contd.*

Form of ticket.

103. Every Train-staff Ticket shall be in the following form:—

Ticket No.——— ———Railway.

TRAIN-STAFF TICKET.

DOWN (*or* UP).

Train No.———

———*h.*———*m. from*———*to*———

TO ENGINE DRIVER AND GUARD.

You are authorised to proceed from

———

to

———

and the Train-staff will follow.

Train No.———*in front left*———*h.*———*m.*

Signed———

Station Master at

Date———

(*Back of ticket.*)

The Engine Driver shall not accept this ticket unless he sees the Train-staff for the portion of line which he is about to enter.

This ticket is to be given up by the Engine Driver immediately on arrival to the Station Master or other person authorised to receive it, and such person must immediately cancel it.

Record of tickets issued

104. The Station Master must keep a record in a book of each Train-staff Ticket issued, showing the number of each ticket and the particular train for which it was issued.

CHAPTER IX.

THE PILOT GUARD SYSTEM.

Essentials of the Pilot Guard system.

105. Where trains are worked on the Pilot Guard system,—

(*a*) a railway servant (hereinafter called a Pilot Guard) must be specially deputed to pilot trains, and

(*b*) no train shall be allowed to leave a station except under the personal authority of the Pilot Guard.

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE INDIAN RAILWAYS ACT, 1890 (IX OF 1890).

General Rules for working Railways under Construction and not open to traffic—*contd.*

General conditions.

106. Trains shall not be allowed to follow one another in the same direction between stations except under the conditions prescribed in rule 92.

Pilot Guard's dress or badge.

107. The Pilot Guard must be distinguished by a red dress or badge.

Pilot Guard to accompany train or give authority to proceed.

108. (*1*) No train shall be started from a station unless the Engine Driver sees that it is accompanied by, or that the authority to proceed is given personally by, the Pilot Guard wearing the dress or badge prescribed by rule 107.

(*2*) The Pilot Guard must accompany every train:

Provided that, when it is necessary to start two or more trains from one end of the line before a train has to be started from the other end, the Pilot Guard shall accompany only the last of such trains, and shall personally give the authority to proceed for the preceding trains.

(*3*) When accompanying a train, the Pilot Guard must ride on the foot-plate of the engine.

Pilot Guard's tickets.

109. (*1*) When the Pilot Guard does not accompany a train, he shall deliver to the Guard in charge (or, if there be no Guard in charge, to the Engine Driver) a Pilot Guard's ticket (on a printed form, where such are provided) properly filled up and signed, as the authority to proceed.

(*2*) Every such ticket shall apply only to the single journey to the station named on it.

(*3*) If the train is in charge of a Guard, he shall before the train is started, deliver the ticket to the Engine Driver.

(*4*) Immediately on the arrival of the train, the Engine Driver shall deliver the ticket to the Station Master, who shall at once cancel it.

CHAPTER X.

THE ONE ENGINE ONLY SYSTEM.

Essentials of the one engine only system

110. Where trains are worked on the one engine only system, only one engine in steam, or two or more engines coupled together, shall be allowed at one and the same time on any length of line duly specified by special instructions of the Engineer-in-Chief.

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE INDIAN RAILWAYS ACT, 1890 (IX OF 1890).

General Rules for working Railways under Construction and not open to traffic—*contd.*

111. (*1*) If a train becomes disabled and requires assistance, or if an accident occurs which renders it impossible for the engine (or, if two or more engines are coupled together, for either or both of such engines) to proceed, the Guard in charge of the train must instruct the Engine Driver to keep the engine stationary until his return, and must then proceed to the station from which assistance can best be obtained, and must inform the Station Master there of the circumstances.

Procedure in case of accident.

(*2*) Such Station Master may then allow another engine to enter the line.

(*3*) Such other engine must be accompanied by the Guard in charge of the disabled train, who must explain to the Engine Driver where, and under what circumstances, the disabled train is situated.

(*4*) Such Guard shall be responsible for the safe and proper working of the line until each engine has left it and it is again clear.

(*5*) If there be no Guard in charge of the disabled train, the Fireman, or, if necessary, the Engine Driver, must perform the duties imposed by this rule on the Guard.

CHAPTER XI.

USE OF ELECTRICAL INSTRUMENTS ON SINGLE LINES.

General Provisions.

112. This Chapter applies only to working on any of the following systems, namely:—

Application of Chapter.

(*a*) Absolute Block.
(*b*) Section Clear.
(*c*) Line Clear and Caution Message.

113. Trains may be worked by means of—

Means of working.

(*a*) electric token instruments, of such construction that only one of the tokens applying to the same section can be in use at the same time,

(*b*) electric block instruments, or

(*c*) electric speaking instruments.

114. (*1*) The ordinary method of working shall be by electric speaking instruments, and these instruments must be provided at every station.

Provision of speaking instruments.

(*2*) An electric speaking instrument is one by which any message can be sent in words. The instrument to be used will usually be an ordinary telegraph instrument, but it may be of any type approved by the Engineer-in-Chief, or a telephone may be used at his discretion.

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

The Indian Railways Act, 1890 (IX of 1890).

General Rules for working Railways under Construction and not open to traffic—*contd.*

Provision of electric token or block instruments.

115. As construction approaches completion electric token instruments or electric block instruments may replace the electric speaking instruments for the purpose of signalling trains. In such event the Engineer-in-Chief may apply such portion of the Open Line General Rules for working electric instruments as may in his opinion be applicable to the particular instruments that he is bringing into use. The responsibility of seeing that these rules are properly applied lies on the Engineer-in-Chief.

Signalling of trains.

116. Every running train must, in its progress from station to station, be signalled on the speaking instruments unless or until electric token or electric block instruments are brought into use in accordance with rule 115.

Forms for messages and authorities to *proceed.*

117. (*1*) All messages despatched in connection with the working of trains, and all written authorities to proceed, shall be written on forms specially provided for the purpose by the Railway Administration of the open line with which the construction line is connected or by the Engineer-in-Chief.

(*2*) Such forms shall be bound up in books and kept at each station by the Station Master or by some railway servant appointed in this behalf by special instructions.

Distinction of messages.

118. (*1*) Every message despatched in connection with the working of a train must distinctly describe the train to which it relates.

(*2*) For every train a separate inquiry and reply must be sent.

Writing and signing of messages and authorities to proceed.

119. (*1*) All messages despatched in connection with the working of trains, and all written authorities to proceed, shall be written up in ink or with some other indelible substance, and shall be signed by the person authorised to despatch or issue the same.

(*2*) No message or authority to proceed shall be written out either in full or in part, or signed until necessary.

Completion of messages.

120. No part of any message shall be despatched or acted upon until the whole message has been written out, except in view to the prevention of an accident or in some other case of emergency.

Preservation of messages and authorities to proceed

121. Messages and authorities to proceed shall be destroyed at such time after issue as may be prescribed by special instructions:

Provided that no message or authority to proceed shall be destroyed in less than a fortnight after issue.

Cancellation of permission to approach.

122. When a permission to approach has been cancelled, no train shall be allowed to leave in the opposite direction until a message has been received acknowledging such cancellation and stating that the train for which the permission to approach has been given is and will be detained.

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE INDIAN RAILWAYS ACT, 1890 (IX OF 1890).

General Rules for working Railways under Construction and not open to traffic—*contd.*

123. The Engine Driver shall not take his train from a station unless he has in his possession, as his authority to proceed, a Line Clear ticket duly signed by the Station Master.

Engine Driver to have authority to proceed.

124. An authority to proceed shall not be delivered to the Engine Driver until the procedure prescribed in the foregoing rules in this Chapter, so far as it is applicable, has been followed.

Authority to proceed when to be delivered to Engine Driver.

125. (*1*) A train Register book shall be kept by the Station Master or under his orders.

Train Register book.

(*2*) The person who keeps the said book shall enter therein, immediately after acknowledgment all signals received or sent on the instruments, and the times of receipt and despatch.

(*3*) The times entered in the book must be the actual times, except that any fraction of a minute must be counted as one minute.

(*4*) All entries in the book must be made in ink.

(*5*) No erasure shall be made in the book; but if any entry is found to be incorrect, a line must be drawn lightly through it, so that it may be read at any time, and the correct entry must be made above it.

(*6*) The person who keeps the book shall be responsible for all entries made therein and for correctly filling in each column thereof.

126. (*1*) When the authority to proceed is a Line Clear ticket, it shall, except under special instructions, be in the following form:—

Line clear ticket.

No.__________

A B. Railway.

AUTHORITY TO PROCEED.

To the Engine Driver of ________________________________ Train.

The line is clear

You are authorized to leave.

C.________for________D.

Date ________________Time__________Signed________________

S. M.

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE INDIAN RAILWAYS ACT, 1890 (IX OF 1890).

General Rules for working Railways under Construction and not open to traffic—*contd.*

Provision of electric token or block instruments.

115. As construction approaches completion electric token instruments or electric block instruments may replace the electric speaking instruments for the purpose of signalling trains. In such event the Engineer-in-Chief may apply such portion of the Open Line General Rules for working electric instruments as may in his opinion be applicable to the particular instruments that he is bringing into use. The responsibility of seeing that these rules are properly applied lies on the Engineer-in-Chief.

Signalling of trains.

116. Every running train must, in its progress from station to station, be signalled on the speaking instruments unless or until electric token or electric block instruments are brought into use in accordance with rule 115.

Forms for messages and authorities to proceed.

117. (*1*) All messages despatched in connection with the working of trains, and all written authorities to proceed, shall be written on forms specially provided for the purpose by the Railway Administration of the open line with which the construction line is connected or by the Engineer-in-Chief.

(*2*) Such forms shall be bound up in books and kept at each station by the Station Master or by some railway servant appointed in this behalf by special instructions.

Distinction of messages.

118. (*1*) Every message despatched in connection with the working of a train must distinctly describe the train to which it relates.

(*2*) For every train a separate inquiry and reply must be sent.

Writing and signing of messages and authorities to proceed.

119. (*1*) All messages despatched in connection with the working of trains, and all written authorities to proceed, shall be written up in ink or with some other indelible substance, and shall be signed by the person authorised to despatch or issue the same.

(*2*) No message or authority to proceed shall be written out either in full or in part, or signed until necessary.

Completion of messages.

120. No part of any message shall be despatched or acted upon until the whole message has been written out, except in view to the prevention of an accident or in some other case of emergency.

Preservation of messages and authorities to proceed

121. Messages and authorities to proceed shall be destroyed at such time after issue as may be prescribed by special instructions:

Provided that no message or authority to proceed shall be destroyed in less than a fortnight after issue.

Cancellation of permission to approach.

122. When a permission to approach has been cancelled, no train shall be allowed to leave in the opposite direction until a message has been received acknowledging such cancellation and stating that the train for which the permission to approach has been given is and will be detained.

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Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE INDIAN RAILWAYS ACT, 1890 (IX OF 1890).

General Rules for working Railways under Construction and not open to traffic—*contd.*

123. The Engine Driver shall not take his train from a station unless he has in his possession, as his authority to proceed, a Line Clear ticket duly signed by the Station Master.

Engine Driver to have authority to proceed.

124. An authority to proceed shall not be delivered to the Engine Driver until the procedure prescribed in the foregoing rules in this Chapter, so far as it is applicable, has been followed.

Authority to proceed when to be delivered to Engine Driver.

125. (*1*) A train Register book shall be kept by the Station Master or under his orders.

Train Register book.

(*2*) The person who keeps the said book shall enter therein, immediately after acknowledgment all signals received or sent on the instruments, and the times of receipt and despatch.

(*3*) The times entered in the book must be the actual times, except that any fraction of a minute must be counted as one minute.

(*4*) All entries in the book must be made in ink.

(*5*) No erasure shall be made in the book; but if any entry is found to be incorrect, a line must be drawn lightly through it, so that it may be read at any time, and the correct entry must be made above it.

(*6*) The person who keeps the book shall be responsible for all entries made therein and for correctly filling in each column thereof.

126. (*1*) When the authority to proceed is a Line Clear ticket, it shall, except under special instructions, be in the following form:—

Line clear ticket.

No.________

A B Railway.

AUTHORITY TO PROCEED.

To the Engine Driver of ______________________ Train.

The line is clear.

You are authorized to leave.

C.________for________D.

Date ____________ Time__________ Signed______________

S. M.

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE INDIAN RAILWAYS ACT, 1890 (IX OF 1890).

General Rules for working Railways under Construction and not open to traffic—*contd.*

(*2*) Each such ticket shall bear a serial number, which shall be recorded in the Train Register book, the numbers for the Down direction being clearly distinguished from those for the Up direction.

Caution order.

127. (*1*) Whenever, in consequence of the line being under repair, or for any other reason, special precautions are necessary, a Caution Order detailing the mileages between which such precautions are necessary, the reasons for taking such special precautions and the speed at which the train should travel shall, in addition to the Line Clear ticket mentioned in rule 123, be handed to the Engine Driver at the stopping station immediately short of the place where special precautions are needed or at such stations as may be prescribed by the authorised officer.

(*2*) Clause (*1*) of this rule does not apply in the case of long continued repairs, when fixed signals are provided at an adequate distance short of such place and have been notified by special instructions to the Running staff concerned.

Responsibility of Station Master as to authority to proceed.

128. The Station Master must see that the authority to proceed delivered to an Engine Driver is accurate, and that, when it is in writing, it is complete and signed in full and in ink.

Authority to proceed when to be delivered to Engine Driver stopping at stations.

129. If the train stops at the station, and is waiting to pass another train, the authority to proceed shall not be delivered to the Engine Driver until the whole of the latter train has come in and is clear of the running road for the former train.

Who to deliver authority to proceed to the Engine Driver.

130. An authority to proceed shall not be delivered to the Engine Driver until the whole of the latter train has come in and is clear of the ed in this behalf by special instructions.

Delivery of authority to proceed when there are two Engine Drivers.

131. If two engines are coupled together, or if one engine is in front and another in rear of the train, the authority to proceed shall be delivered to the Driver of the leading engine.

Examination by Engine Driver of authority to proceed.

132. (*1*) The Engine Driver must see that the authority to proceed is accurate, and applies to the section which he is about to enter, and if the said authority is a ticket, that it is complete and is signed in full and in ink.

THE INDIAN RAILWAYS ACT, 1890 (IX OF 1890).

General Rules for working Railways under Construction and not open to traffic—*contd.*

(*2*) If the conditions mentioned in sub-rule (*1*) are not complied with, the Engine Driver shall not take his train past or from the station until the mistake or the omission is rectified.

CHAPTER XII.

RAILWAY SERVANTS GENERALLY.

133. The authorised officer shall supply to each Station Master, Guard, Engine Driver and Permanent-way Inspector a copy of the General Rules for working railways under construction, or a copy of such portions thereof as relate to his duties. *Supply of copies of rules.*

134. Every railway servant, whether supplied or not with a copy or translation of the rules relating to his duties, must make himself acquainted with such rules. *Acquaintance with rules.*

135. (*1*) No railway servant shall, without the permission of his superior officer, absent himself from duty, or alter his appointed hours of attendance, or exchange duty with any other railway servant. *Absence from duty.*

(*2*) If any railway servant desires to absent himself from duty on the ground of illness, he must immediately report the matter to his superior officer, and shall not leave his duty until a competent person has been placed in charge thereof.

136. (*1*) Every railway servant shall be bound— *Duties for securing safety.*

(*a*) promptly to report to his immediate superior any occurrence affecting the safe or proper working of the railway which may come to his notice, and

(*b*) to render on demand all possible assistance in case of an accident or obstruction.

(*2*) Every railway servant who observes—

(*i*) that any signal is defective, or

(*ii*) any obstruction, failure or threatened failure of any part of the way or works, or

(*iii*) anything wrong with a train, or

(*iv*) any unusual circumstance likely to interfere with the safe running of trains or the safely of the public,

must take immediate steps, such as the circumstances of the case may demand, to prevent accident; and, where necessary, must advise the nearest person in authority by the quickest possible means.

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE INDIAN RAILWAYS ACT, 1890 (IX OF 1890).

General Rules for working Railways under Construction and not open to traffic—*contd.*

Consent required before interfering with signal.

137. No railway servant shall interfere with any signal or its fittings or connections for the purpose of effecting repairs or for any other purpose, except with the previous consent of the Station Master or other railway servant in charge of the working of the signal.

Knowledge and possession of hand signals.

138. Every railway servant employed on or connected with shunting operations of any nature or the movement of trains must—

(*a*) have a correct knowledge of hand signals and

(*b*) have the requisite hand signals with him while on duty.

Signal lamps.

139. Every railway servant in charge of signals must see that the greatest care is taken in the cleaning, trimming and lighting of signal lamps.

Leaving vehicles in sidings outside station limits.

140. No railway servant shall leave any vehicle in a siding outside station limits, unless the vehicle is clear of all running roads and, except under special instructions, unless the wheels thereof are properly secured.

Obstruction of line.

141. No railway servant shall commence any loading, shunting or other operation by which any running road may be fouled or obstructed, without obtaining the previous sanction of the Station Master, or of some railway servant appointed in this behalf by special instructions, who must see that all necessary steps are taken for the protection of traffic while such operation is being carried on.

Notice before leaving service.

142. Every railway servant shall before leaving the service, give the Railway Administration the notice specified in his agreement (if any), or if no notice is so specified, then one month's notice in writing.

Surrender of railway property on leaving service.

143. When a railway servant leaves the service, he must deliver up to the Railway Administration, or to a person appointed by the Railway Administration in this behalf, any property in his custody which belongs to the Railway Administration.

CHAPTER XIII.

STATION MASTERS.

Responsibility of Station Master for working.

144. (*1*) The Station Master shall be responsible for the efficient discharge of the duties devolving upon the several members of the staff employed, either permanently or temporarily, under his orders, at the station or within station limits; and such staff shall be subject to his authority and directions in the working of the station.

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE INDIAN RAILWAYS ACT, 1890 (IX OF 1890).

General Rules for working Railways under Construction and not open to traffic— *contd.*

(2) The Station Master shall also be responsible that the general working of the station is carried out in strict accordance with the rules for the time being in force.

145. The Station Master shall see that all signals, all points, all gates of level-crossings, and the whole working machinery of his station are in proper working order, and shall immediately report all defects therein to the proper authority. *Responsibility for the whole working machinery.*

146. The Station Master must take steps to ensure— *Switches, points, facing points and signals.*

(*a*) that the switches of all traps, slip-sidings and catch-sidings, when it is not necessary that they should be open, are set against the line which they are intended to protect;

(*b*) that all points are correctly set in accordance with special instructions, for the passage of trains or vehicles, and that all facing points are either securely locked or the point-levers manned, for the passage of trains; and

(*c*) that all signals at his station are correctly worked.

147. (*1*) Whenever any train is timed to run or is expected to run on any portion of the line at night, the Station Master must see that all the fixed signal lamps are lighted at sunset, or at such time as may be prescribed by special instructions. *Signal lamps.*

(*2*) The Station Master must see that the fixed signal lamps, when lighted, are burning brightly, that the spectacle glasses are properly cleaned, and that the back lights are clearly visible.

(*3*) Whenever night signals have to be used in accordance with these rules, [illegible] approach unless the lamps [illegible] to the train are burning brightly.

(*4*) The Station Master must see that the fixed signal lamps are not put out until broad daylight, except in accordance with special instructions.

148. The Station Master must see that his station is adequately supplied with all necessary equipment for hand-signalling. *Equipment of station for hand-signalling.*

149. The Station Master of a station shall be responsible for the security and protection of the property of the Railway Administration at the station. *Responsibility of Station Master for property*

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE INDIAN RAILWAYS ACT, 1890 (IX OF 1890).

General Rules for working Railways under Construction and not open to traffic—*contd.*

Responsibility of Station Master before giving permission to start train.

150. The Station Master must see before he gives the Guard permission to start a train that all is right for the train to proceed.

Examination of trains before starting.

151. When a train is examined by a Carriage and Wagon Examiner at a station, the Station Master shall not give permission to start the train until he has received a report from such Examiner to the effect that the train is fit to proceed.

Tail-lamps of passing trains.

152. (*1*) The Station Master must see that every train passing through the station at night is provided with a tail-lamp on the last vehicle.

(*2*) If by night the tail-lamp be out or be missing, the Station Master must, if practicable, advise the station ahead to stop the train, to see that the defect is remedied, and to reply saying whether the train is complete or not.

Obedience to orders, and keeping of books and returns.

153. The Station Master shall see that all orders and instructions are duly conveyed to the staff concerned and are properly carried out, and that all books and returns are regularly written up and neatly kept.

[Re]port of [n]eglect of duty.

154. The Station Master shall report, without delay, to his immediate superior, all neglect of duty on the part of any railway servant who is under his orders.

Shunting.

155. The Station Master must see that the shunting of trains or vehicles is carried on only at such times and in such manner as will not involve danger.

Securing of vehicles at station.

156. The Station Master must see that vehicles standing at the station are properly secured in accordance with special instructions.

Vehicles escaping from station.

157. If any vehicle escapes from a station, the Station Master must, if practicable, take immediate steps to warn the other stations concerned, and, as far as practicable, to prevent accident.

Accident or obstruction.

158. (*1*) When a report of any accident or obstruction is received by the Station Master, he must see that all necessary precautions are taken by the most expeditious means possible, for the protection of traffic.

(*2*) If an accident happens to a train, the Station Master must arrange for all necessary assistance to be sent to the train.

(*3*) The Station Master shall, as soon as practicable, report each accident in accordance with special instructions.

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE INDIAN RAILWAYS ACT, 1890 (IX OF 1890).

General Rules for working Railways under Construction and not open to traffic—*contd.*

CHAPTER XIV.

GUARDS.

159. Every Guard must be in attendance, at the station from which his train is to start, half an hour before the time appointed for the departure of the train, or at such earlier time as may be ordered by the authorised officer. *Time of attendance of Guard at station.*

160. After an engine has been attached to a train, and during the journey, the Guard or (if there be more than one Guard) the head Guard shall be in charge of the train on all matters affecting the starting, stopping or movement of the train for traffic purposes. *Guard to be in charge of train.*

161. When a train is within station limits, the Guard shall be under the orders of the Station Master. *Subordination of Guards in station limits.*

162. (*1*) Every Guard must have with him, while on duty with his train,— *Guard's equipment.*

(*a*) a copy of the rules for the time being in force on the railway correct under section 47 of the [1] Indian Railways Act, 1890, or such portions of them as have been supplied to him under rule 133, *IX of 1890.*

(*b*) a watch,

(*c*) a hand signal lamp,

(*d*) a whistle,

(*e*) a red flag and a green flag, and

(*f*) such other articles, including a sufficient supply of detonators, as may be prescribed by special instructions.

(*2*) If any Guard is not in possession of any article mentioned or referred to in sub-rule (*1*), he must report the fact to the Station Master of his head-quarters station whose duty it shall be to make good any deficiency.

163. The Guard in charge of a train shall not give the signal for starting the train from a station at which it has stopped until he has received permission from the Station Master. *Permission to start from station.*

164. Every Guard, before starting with his train, must examine the notices issued for his guidance, and ascertain therefrom whether there is any thing requiring his special attention on the parts of the line over which he has to work. *Guard to examine notices before starting*

[1] Genl. Acts, Vol. IV.

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

The Indian Railways Act, 1890 (IX of 1890).

General Rules for working Railways under Construction and not open to traffic—*contd.*

Duties of Guard before starting a train and during the journey

165. The Guard when taking over charge of a train must satisfy himself, before the train is despatched,—

(*a*) that the train is properly coupled,

(*b*) that the train is provided with the prescribed brake-power,

(*c*) that the doors of all wagons are properly closed,

(*d*) that the train carries all necessary brake-van lamps, and that such lamps are lighted and kept burning brightly when required,

(*e*) generally, that as far as he can ascertain, the train is in a state of efficiency for travelling.

Exchange of signals between Guard and Engine Driver.

166. The Guard in charge of a train must exchange signals with the Engine Driver at such times and in such manner as may be prescribed by special instructions.

Guard to keep a good look-out.

167. Every Guard must keep a good look-out while the train is in motion, and must satisfy himself from time to time that the tail-lamp is in position, that all brake-van lamps, if required, are burning brightly, that the train is complete in every respect and is proceeding in a safe and proper manner.

Attracting attention of Engine Driver.

168. (*1*) If any Guard sees reason to apprehend danger, or considers it necessary for any reason to stop the train, he must use his best endeavours to attract the attention of the Engine Driver.

(*2*) In the absence of other means of communication with the engine, a Guard desiring to attract the Engine Driver's attention must apply his hand-brake sharply and must as suddenly release it.

(*3*) When the attention of the Engine Driver has been attracted, the necessary Danger signal must be shown.

(*4*) If the train is fitted with a continuous brake, the Guard may, in case of emergency, apply such brake to stop the train.

Application of guards' brakes.

169. (*1*) When the Engine Driver sounds three or more short, sharp whistles, or the brake whistle, the Guards must immediately apply their hand-brakes.

(*2*) When a train is travelling down a steep incline, the Guards must, if necessary to steady the train, assist the Engine Driver with their brakes.

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE INDIAN RAILWAYS ACT, 1890 (IX OF 1890).

General Rules for working Railways under Construction and not open to traffic—*contd.*

170. When a train comes to a stand at a station the Guard must see that whenever possible the last vehicle of his train has cleared the fouling points of all points and crossings. **Guards to see that train is stopped clear of fouling points.**

171. Whenever a train has been brought to a stand, and it is necessary for the engine, with or without vehicles, to be detached from the rest of the train, the Guard in charge of the train must, before the train is uncoupled, satisfy himself that the van-brakes have been put on securely, and take such other measures as may be prescribed by special instructions. **Detaching engine.**

172. The Guard in charge of a train must, unless this duty is, by special instructions, imposed on some other railway servant, carefully examine the load of any open truck which may be attached to the train, and, if any such load has shifted or requires adjustment, must have the load made secure or the truck removed from the train. **Loads on open trucks.**

173. Guards in charge of trains with coolies must, before giving the signal to start, see that all the coolies are on the train, and must warn them to sit down. **Coolies on ballast train.**

174. No Guard in charge of a train shall leave it until it has been properly handed over in accordance with special instructions. **Guard not to leave train till handed over.**

CHAPTER XV.

ENGINE DRIVERS AND FIREMEN.

Engine Driver and Fireman.

175. The Engine Driver and Fireman must be with their engine at such time previous to the starting of the train as may be ordered by the authorised officer. **Engine Driver and Fireman when to attend.**

176. Except when otherwise provided by special instructions, no engine shall be allowed to be in motion on any running road unless both the Engine Driver and the Fireman are upon it. **Manning of engine in motion.**

177. Except in accordance with special instructions, no person other than the Engine Driver and the Fireman shall ride on the engine or tender. **Riding on engine or tender.**

178. The Fireman must obey the orders of the Engine Driver in all particulars. **Fireman to obey Engine Driver.**

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE INDIAN RAILWAYS ACT, 1890 (IX OF 1890).

General Rules for working Railways under Construction and not open to traffic—*contd.*

Engine Driver and Fireman to keep a good look-out.

179. Every Engine Driver must keep a good look-out while the train is in motion, and every Fireman must also do so when he is not necessarily otherwise engaged.

Engine Driver and Fireman to look back.

180. The Engine Driver and the Fireman must frequently during the journey look back to see whether the train is following in a safe and proper manner.

Throwing out water, fire or cinders.

181. An Engine Driver or Fireman shall not throw out water, fire or cinders when passing through a station yard or tunnel, or when on a bridge.

Engine Driver.

Engine Driver's equipment.

182. Every Engine Driver must have with him, while on duty with his train,—

(*a*) a copy of the rules for the time being in force on the railway concerned under section 47 of the [1] Indian Railways Act, 1890, or of such portions of them as have been supplied to him under rule 133; IX of

(*b*) the equipment and stores prescribed by special instructions.

ngine river to examine engine before starting.

183. The Engine Driver must, before starting, satisfy himself that his engine is in proper working order.

Duties of Engine Driver as regards Engine Lamps and Discs.

184. The Engine Driver must, before starting, see that the proper Engine Lamps and Discs (if provided) are shown, and must see that the lamps are kept burning brightly at night and in thick or foggy weather.

Setting watch.

185. The Engine Driver must, before starting, set his watch to the correct time, as given to him by the Guard in charge of the train.

Engine Driver to examine notices before starting.

186. Every Engine Driver must, before starting, examine the notices issued for his guidance, and ascertain therefrom whether there is anything requiring his special attention on the parts of the line over which he has to work.

Duty of Engine Driver unacquainted with line.

187. If an Engine Driver is not acquainted with any portion of the line over which he has to work, he must obtain the services of a qualified railway servant who is acquainted with it, to assist him.

[1] Genl. Acts, Vol. IV.

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE INDIAN RAILWAYS ACT, 1890 (IX OF 1890).

General Rules for working Railways under Construction and not open to traffic—*contd.*

188. No Engine Driver shall take his engine on or across any running road until he has obtained the permission of the Station Master, and has satisfied himself that the correct signals have been shown. Permission and signals before entering on or crossing running road.

189. The Engine Driver shall not start from a station an engine with vehicles attached until the Guard in charge of the train has given the signal to start. Engine Driver not to start without Guard's signal.

190. When a train has been brought to a stand at a station, whether alongside, beyond or short of the platform the Engine Driver shall not move it, except under orders of the Guard in charge of the train or to avert an accident. Moving of train after it has been stopped at station.

191. The Engine Driver must, before starting his train, satisfy himself that the correct signals are shown and that the line before him is clear. Engine Driver to satisfy himself that correct signals are shown and line is clear.

192. Except under special instructions the Engine Driver must always sound the engine-whistle— Sounding the engine-whistle.

(*a*) before putting an engine in motion;

(*b*) when entering a tunnel; and

(*c*) at such other times as may be prescribed.

193. After an engine has been attached to a train, and during the journey, the Engine Driver must obey— Engine Driver to obey certain orders.

(*a*) the orders of the Guard in charge of the train, in all matters affecting the starting, stopping or movement of the train for traffic purposes; and

(*b*) all orders given to him by the Station Master or any railway servant acting under special instructions, so far as the safe and proper working of his engine will admit.

194. The Engine Driver must regulate and control the running of his train as accurately as possible, so as to avoid either excessive speed or loss of time. Regulation of speed

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE INDIAN RAILWAYS ACT, 1890 (IX OF 1890).

General Rules for working Railways under Construction and not open to traffic—*contd.*

Engine Driver and Fireman to keep a good look-out.

179. Every Engine Driver must keep a good look-out while the train is in motion, and every Fireman must also do so when he is not necessarily otherwise engaged.

Engine Driver and Fireman to look back.

180. The Engine Driver and the Fireman must frequently during the journey look back to see whether the train is following in a safe and proper manner.

Throwing out water, fire or cinders.

181. An Engine Driver or Fireman shall not throw out water, fire or cinders when passing through a station yard or tunnel, or when on a bridge.

Engine Driver.

Engine Driver's equipment.

182. Every Engine Driver must have with him, while on duty with his train,—

(a) a copy of the rules for the time being in force on the railway concerned under section 47 of the [1] Indian Railways Act, 1890, or of such portions of them as have been supplied to him under rule 133;

(b) the equipment and stores prescribed by special instructions.

IX o

Engine Driver to examine engine before starting.

183. The Engine Driver must, before starting, satisfy himself that his engine is in proper working order.

Duties of Engine Driver as regards Engine Lamps and Discs.

184. The Engine Driver must, before starting, see that the proper Engine Lamps and Discs (if provided) are shown, and must see that the lamps are kept burning brightly at night and in thick or foggy weather.

Setting watch.

185. The Engine Driver must, before starting, set his watch to the correct time, as given to him by the Guard in charge of the train.

Engine Driver to examine notices before starting.

186. Every Engine Driver must, before starting, examine the notices issued for his guidance, and ascertain therefrom whether there is anything requiring his special attention on the parts of the line over which he has to work.

Duty of Engine Driver unacquainted with line.

187. If an Engine Driver is not acquainted with any portion of the line over which he has to work, he must obtain the services of a qualified railway servant who is acquainted with it, to assist him.

[1] Genl. Acts, Vol. IV.

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE INDIAN RAILWAYS ACT, 1890 (IX OF 1890).

General Rules for working Railways under Construction and not open to traffic—*contd.*

188. No Engine Driver shall take his engine on or across any running road until he has obtained the permission of the Station Master, and has satisfied himself that the correct signals have been shown. Permission and signals before entering on or crossing running road.

189. The Engine Driver shall not start from a station an engine with vehicles attached until the Guard in charge of the train has given the signal to start. Engine Driver not to start without Guard's signal.

190. When a train has been brought to a stand at a station, whether alongside, beyond or short of the platform the Engine Driver shall not move it, except under orders of the Guard in charge of the train or to avert an accident. Moving of train after it has been stopped at station.

191. The Engine Driver must, before starting his train, satisfy himself that the correct signals are shown and that the line before him is clear. Engine Driver to satisfy *himself* that correct signals are shown and line is clear.

192. Except under special instructions the Engine Driver must always sound the engine-whistle— Sounding the engine-whistle.

(*a*) before putting an engine in motion;

(*b*) when entering a tunnel; and

(*c*) at such other times as may be prescribed.

193. After an engine has been attached to a train, and during the journey, the Engine Driver must obey— Engine Driver to obey certain orders.

(*a*) the orders of the Guard in charge of the train, in all matters affecting the starting, stopping or movement of the train for traffic purposes; and

(*b*) all orders given to him by the Station Master or any railway servant acting under special instructions, so far as the safe and proper working of his engine will admit.

194. The Engine Driver must regulate and control the running of his train as accurately as possible, so as to avoid either excessive speed or loss of time. Regulation of speed

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

The Indian Railways Act, 1890 (IX of 1890).

General Rules for working Railways under Construction and not open to traffic—*contd.*

Starting and stopping train.

195. The Engine Driver must start and stop his train carefully and without jerk.

Exchange of signals between Engine Driver and Guard.

196. The Engine Driver must exchange signals with the Guard in charge of the train, at such times and in such manner as may be prescribed by special instructions.

Assistance from Guard's brake.

197. When the Engine Driver requires the assistance of the Guard's brake, he must give three or more short, sharp whistles, or, if a brake-whistle is provided, sound such whistle, and must in either case apply the communication, if any.

Engine Driver to see that train is stopped clear of fouling points.

198. When a train comes to a stand at a station, the Engine Driver must see that whenever possible his engine is clear of the fouling points of all points and crossing.

Shutting off steam.

199. In stopping a train, the Engine Driver must determine where to shut off steam by paying particular attention to the gradient, the state of the weather, the condition of the rails, and the length and weight of the train.

Permission of Guard to detaching of engine from train.

200. When a train not fitted with the continuous brake has been brought to a stand outside station limits or on a grade, the Engine Driver shall not detach his engine from the train without the permission of the Guard in charge of the train.

Hose or water-crane.

201. After taking water from a tank or water column, the Engine Driver must see that the hose or water-crane is left clear of the line and, when it is provided with fastening, properly secured.

Engine Driver not to leave engine when on duty.

202. No Engine Driver shall leave his engine when on duty, whether at a station or on the running road, except in case of absolute necessity and after a competent man has been placed in charge of it.

Attention to Signals.

Engine Driver to obey signals, and to be vigilant and cautious.

203. (*1*) The Engine Driver must pay immediate attention to and obey every signal, whether the cause of the signal being shown is known to him or not.

(*2*) He shall not, however, trust entirely to signals, but must always be vigilant and cautious.

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE INDIAN RAILWAYS ACT, 1890 (IX OF 1890).

General Rules for working Railways under Construction and not open to traffic— *contd.*

204. When two or more engines are attached to a train, the Driver of the leading engine shall be responsible for observing signals, and the Driver of the other engine or engines shall watch for and take signals from the Driver of the leading engine.

Duties of Engine Drivers as to signals when two or more engines are attached to train.

205. The Driver of a running train shall not pass a Stop signal that refers to him when it is "on" or defective,—

Duties of Engine Driver when Stop signal is "on" or defective.

(*a*) unless he has received notice in writing specifying that the signal is out of order, and unless he is also signalled past by a man standing at the signal; or

(*b*) unless, after coming to a stand, he either is given written permission to proceed from the Station Master or from the railway servant in charge of the signal or is piloted past the defective signal by a railway servant authorised in this behalf who shall travel on the engine.

EXPLANATION.—If an Engine Driver has not received a notice in writing that a Stop signal is defective, he must stop, and shall pay no heed to any other signal (whether a hand signal or not) that may be shown, until he is allowed to proceed under one of the authorities mentioned above.

206. (*1*) When the All right signal is shown to a train, the Engine Driver may proceed at such speed as may be prescribed by special instructions.

Duties of Engine Driver when the All right or Proceed with Caution signal is shown.

(*2*) When the Proceed with Caution signal is shown to a train by gangers or other workmen employed on the permanent-way, the speed of the train over the portion of the running road protected by such signal shall not exceed fifteen miles an hour, or such lower rate as may be prescribed in this behalf by special instructions.

(*3*) When the Proceed with Caution signal is shown to a train by any railway servant not referred to in sub-rule (*2*), the Engine Driver must reduce speed.

207. (*1*) When an engine explodes a detonator, the Engine Driver must immediately reduce speed and be guided by the signals that he may receive.

Duties of Engine Driver when engine explodes detonator

(*2*) If no hand or other signals are at once visible to the Engine Driver, he must immediately bring his train to a stand, and may then—

(*a*) if it is day, and he has a clear view of the road—proceed very cautiously at such reduced speed as will enable him to stop short of any Danger signal or obstruction; or

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE INDIAN RAILWAYS ACT, 1890 (IX OF 1890).

General Rules for working Railways under Construction and not open to traffic—*contd.*

(*b*) if it is day, and he has not a clear view of the road, or if it is night, or if the weather is thick or foggy—proceed very cautiously on hand signals given by the Guard in charge of the train (or the Fireman, if there is no Guard), who must walk ahead of the engine for this purpose; and

(*c*) if, within a distance of one mile from the point where explosion occurred, he meets no further detonators and sees no signals—resume ordinary speed.

Non-showing or imperfect showing of fixed signal.

208. If there is no fixed signal at a place where a fixed signal is ordinarily shown or if a fixed signal is imperfectly shown, the Engine Driver must act as if a Danger signal were shown.

Precautions when view of signal is obstructed.

209. If, in consequence of a fog or storm or for any other reason, the view of signals is obstructed, the Engine Driver must take every possible precaution, especially when approaching a station or junction so as to have the train well under control.

CHAPTER XVI.

POINTSMEN AND SIGNALMEN.

Points to be kept clean and clear.

210. Every Pointsman must keep the points under his charge clean and clear of stones or other obstacles.

Report when points, etc., are damaged.

211. Whenever points, crossings or guard-rails are damaged, the pointsman in charge must protect them and immediately arrange to report the circumstances to the Station Master.

Not to leave their posts while on duty.

212. A Pointsman or Signalman shall not, while on duty, leave the points or signals which are under his charge.

CHAPTER XVII.

RAILWAY SERVANTS EMPLOYED ON THE PERMANENT-WAY OR WORKS.

Condition of permanent-way and works.

213. Each Inspector of Permanent-way shall be responsible for the condition of the permanent-way and works in his charge.

Maintenance of line.

214. Each Inspector of Permanent-way must—

(*a*) see that his length of line is efficiently maintained, and

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE INDIAN RAILWAYS ACT, 1890 (IX OF 1890).

General Rules for working Railways under Construction and not open to traffic—*contd.*

(*b*) promptly report to the Engineer in charge all accidents to or defects in the way or works which he may consider likely to interfere with the safe running of trains.

215. Each Inspector of Permanent-way must see to the security of all rails, chairs, sleepers and other permanent-way material in his district, and that such of the said articles as are not actually in use are kept clear of the line and properly stacked. *Keeping of permanent-way material.*

216. (*1*) Every portion of the permanent-way must be inspected in accordance with special instructions. *Inspection of permanent-way and works.*

(*2*) All bridges and works in charge of the Engineering Department, including signals, signal wires, points, and crossings, must regularly be inspected in accordance with special instructions.

217. Each Inspector and Sub-Inspector of Permanent-way shall be supplied with, and be responsible for obtaining, a copy of the schedule of Standard Dimensions for the time being in force under the orders of the Railway Board. *Supply of documents to Inspector and Sub-Inspector of Permanent-way.*

218. Each Inspector of Permanent-way must see that in every gang employed in his length of line there is a competent Ganger. *Ganger in each gang.*

219. Each Inspector of Permanent-way must see— *Knowledge of signals and equipment of gang.*

(*a*) that every Ganger employed under him has a correct knowledge of hand signals and detonating signals; and

(*b*) that every gang employed in his length of line is supplied with a permanent-way gauge, two sets of flag signals, two hand signal lamps, and twelve detonators, in addition to such other tools or implements as may be prescribed by special instructions.

220. (*1*) Each Inspector of Permanent-way must at least once in every month inspect the permanent-way gauges, flags, signal lamps, detonators, tools and implements supplied to the gangs under rule 219, clause (*b*), and ascertain whether the said gauges are correct, whether the said flags, signal lamps, detonators, tools and implements are in good order, and whether any of the said articles have been lost. *Inspection of gauges, signals, tools and implements.*

(*2*) He shall also see that any defective or missing articles are replaced.

221. Each Ganger must see— *Responsibility of Ganger as to signals and safety of line.*

(*a*) that the signals supplied to him under rule 219, clause (*b*), are kept constantly in proper order and ready for use;

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE INDIAN RAILWAYS ACT, 1890 (IX OF 1890).

General Rules for working Railways under Construction and not open to traffic—*contd.*

(*b*) that the men in his gang each have a correct knowledge of hand signals and detonating signals; and

(*c*) that his length of line is kept safe for the passage of trains.

Trespassing.

222. Each Ganger must endeavour to prevent any trespassing by persons or cattle on his length of line or within the fences thereof.

Fire.

223. If a fire occur on any railway premises at or near any portion of the railway where gang men are employed, they must endeavour to extinguish it to prevent it from spreading.

Work involving danger to trains or traffic.

224. A gang shall not commence or carry on any work which will involve danger to trains or to traffic without the previous sanction of the Inspector of Permanent-way, or of some competent railway servant appointed in this behalf by special instructions; and the railway servant who gives such sanction must himself be present to superintend such work, and shall see that the provisions of rules 228, 230 and 231 are observed:

Provided that, in cases of emergency, when it may be necessary for safety to commence any such work before the said railway servant can arrive, the Ganger may commence work at once and must himself see that the provisions of rule 231 are observed.

Work in thick or foggy weather.

225. In thick or foggy weather no rail shall be displaced, and no other work which is likely to cause obstruction to the passage of trains shall be performed, except in cases of absolute necessity.

Blasting.

226. No railway servant employed on the way or on any works shall carry on any blasting operations on or near the railway except as permitted by special instructions.

Putting in or removing points or crossings.

227. Except in cases of emergency, no railway servant shall put in or remove any points or crossings otherwise than as permitted by special instructions.

Presence and responsibility of Ganger.

228. When repairing, lifting or lowering the line outside station limits, or when performing any other operation outside station limits which will make it necessary for a train to proceed cautiously, the Ganger must himself be present at the spot and shall be responsible that the caution signals prescribed in rule 231 are shown.

Duties of Ganger when apprehending danger.

229. If a Ganger considers that the line is likely to be rendered unsafe, or that any train is likely to be endangered in consequence of any defect in the way or works or of abnormal rain or floods or any other occurrence, he must take immediate steps for securing the stability of the line and the safety of trains, by using the prescribed signals for trains

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE INDIAN RAILWAYS ACT, 1890 (IX OF 1890).

General Rules for working Railways under Construction and not open to traffic—*contd.*

to "Proceed with Caution" or to "Stop" as necessity may require; and shall as soon as possible report the circumstances to the nearest Station Master, the Inspector of Permanent-way and the Sub-Inspector (if any).

Precautions before commencing operation which would obstruct the line.

230. No person employed on the way or works shall commence any operation, such as changing or turning a rail, which would obstruct the line and necessitate the showing of Danger signals,—

(*a*) until such signals have been shown, and,

(*b*) if within station-limits, until he has also obtained the permission of the Station Master and all necessary signals have been placed "on."

Showing of signals.

231. (*1*) When "Proceed with Caution" hand signals have to be shown, a man shall be sent in each direction, at least a quarter of a mile and as much further as the circumstances of the case may render necessary, to show these signals in such a manner as to be plainly visible to the Driver of an approaching train.

(*2*) Another such signal shall also be shown at the spot where cautious driving is required, and a "Proceed" signal shall be shown to the Engine Driver as soon as the train has cleared the portion of the line over which cautious driving was necessary.

(*3*) When Danger signals have to be shown under this Chapter, they must be shown at an adequate distance (to be prescribed by special instructions) in both directions from the place of obstruction.

(*4*) Danger signals must also be shown near and short of the point of danger.

(*5*) Danger signals must be supplemented by detonators in the manner prescribed in rules 28 to 32.

Protection of trains.

232. Every railway servant employed on way or works, shall, on the requisition of the Guard in charge of a train or the Driver thereof, render assistance under rule 67 for the protection of the train.

Lorries and Trollies.

Distinction between *trollies and* lorries.

233. (*1*) For the purposes of the following rules in this Chapter, a vehicle which can be lifted bodily from the line by four men shall be deemed to be a trolly, and any similar but heavier vehicle shall be deemed to be a lorry.

(*2*) A trolly shall not, except in cases of emergency, be used for the carriage of permanent-way or other heavy material; and, when a trolly is so loaded, it shall be deemed, for the purposes of these rules, to be a lorry.

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE INDIAN RAILWAYS ACT, 1890 (IX OF 1890).

General Rules for working Railways under Construction and not open to traffic—*contd.*

Railway servant to be in charge of lorry or trolly when on the line.

234. (*1*) No lorry or trolly may be placed on the line except by a railway servant appointed in this behalf by special instructions.

(*2*) Such railway servant shall accompany the lorry or trolly, and shall be responsible for its proper protection and for its being used in accordance with special instructions.

Attachment to train prohibited.

235. No lorry or trolly shall be attached to a train.

Time of running.

236. A lorry shall ordinarily be run only by day and when the weather is sufficiently clear for a signal to be distinctly seen from a distance of half a mile.

Red flag or light to be shown.

237. Every lorry or trolly when on the line must show a red flag by day and a red light by night in both directions.

Protection of trolly on the line.

238. The railway servant in charge of a trolly shall, before leaving a station, ascertain the whereabouts of all approaching trains, and shall, when a clear view for an adequate distance in both directions is not obtainable, take such precautions for the protection of his trolly as may be prescribed by special instructions.

Protection of lorry on the line.

239. (*1*) Whenever it is proposed to place a lorry, whether loaded or empty, on the line, the line shall, if it is possible to do so without interference with the working of trains, be blocked under the rules for working trains.

(*2*) When the line has not been so blocked, and a lorry, whether loaded or empty, is placed on the line, the lorry must be protected by a man following and a man preceding the lorry at a distance of not less than half a mile and plainly showing a Danger hand signal; and the men so following or preceding the lorry—

(*i*) must be furnished with detonators, and must place two on the line, ten yards apart, immediately the lorry comes to stand for the purpose of either unloading, or loading, and

(*ii*) must continue to show the Danger hand signal and keep the detonators on the line until a messenger arrives with an order from the Ganger or other person in charge of the operation to withdraw the signal, and

(*iii*) in any case, should any train be seen approaching, must immediately place the detonators on the line, unless they have received orders to withdraw the Danger signal.

Lorries and trollies out of use.

240. A lorry or trolly, when not in use, must be placed clear of the line, and the wheels must be secured with a chain and padlock.

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE INDIAN RAILWAYS ACT, 1890 (IX OF 1890).

General Rules for working Railways under Construction and not open to traffic—*contd.*

CHAPTER XVIII.

GATEMEN.

241. No person shall be appointed to be a Gateman unless he has a knowledge of signals. Knowledge of signals.

242. Every Gateman must— Supply and care of hand signals.

(*a*) be supplied with day and night hand signals, and

(*b*) keep such signals in proper order and ready for use.

243. (*1*) Where the gates at a level-crossing are not made to close across the line, the Gateman must, when such gates are opened for road traffic, be prepared to show a Danger signal to any approaching train. Road traffic.

(*2*) Where there is no Gateman specially on night duty at a level-crossing, the gates must be locked at night, except when opened for the passage of road traffic.

(*3*) When the gates are closed to the passage of road traffic, they must be kept securely fastened across the thoroughfare until the train has passed.

244. The Gateman on duty must see that the channel for the flange of the wheels is always clear before the passage of each train. Channel for flange of wheels.

245. If any gate, or the fastenings thereof, or any fixed signal pertaining to the gate, should get out of order, the Gateman must, as soon as possible, report the fact to his immediate superior or to the nearest Ganger. Report of defects.

246. Every Gateman, on noticing any obstruction on the line, must at once remove it, or, if unable to do so, must show Danger signals and do his best to stop approaching trains. Obstructions.

247. If a Gateman notices that a train has parted, he shall not show a Danger signal to the Engine Driver, but must endeavour to attract the attention of the Engine Driver and Guard by shouting and gesticulating. Parting of a train.

248. Every Gateman must, as far as possible, prevent any trespassing by persons or cattle. Trespassing.

249. Except in accordance with special instructions, no Gateman shall leave his gate unless another Gateman has arrived to take charge of it. Transfer of charge of gate.

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE INDIAN RAILWAYS ACT, 1890 (IX OF 1890).

General Rules for working Railways under Construction and not open to traffic—*concld.*

CHAPTER XIX.

EXPLOSIVE AND COMBUSTIBLES.

Conveyance of explosives.

250. All due precautions must be observed in the conveyance of explosives and combustibles. Special instructions with regard to this matter will be issued by the authorised officer.

[*See* Gazette of India, 1912, Supplement, p. 1277.]

Warehousing of Goods on Railways in British India.

No. 231, dated the 3rd July, 1902.—In exercise of the power conferred by section 47, sub-section (*3*), of the [1]Indian Railways Act, 1890 (IX of 1890), the Governor General in Council is pleased to sanction the following rules, made for, and to be applicable to, all railways in British India under sub-section (*1*), clause (*f*) of the said section, for regulating the terms and conditions on which railway administrations will warehouse or retain goods at any station or depôt on behalf of the consignee or owner, namely:—

I.—WHARFAGE.

ON GOODS FOR DESPATCH WAITING TO BE CONSIGNED.

1. For goods of every description brought on to railway premises for despatch but not consigned wharfage may be charged at a rate not exceeding one anna per maund or part of a maund per day or part of a day if consignment notes are not received before closing time of the day on which such goods are brought to the station.

2. Goods will, in all cases, be at owner's risk until taken over by the railway administration for despatch and a receipt in the prescribed form has been granted duly signed by an authorized railway servant.

ON GOODS AVAILABLE FOR DELIVERY.

3. (*1*) A wharfage charge may be levied in respect of all goods not removed from railway premises before closing time of the day following that on which they are made available for delivery.

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[1] Genl. Acts, Vol. IV.

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE INDIAN RAILWAYS ACT, 1890 (IX OF 1890).

Warehousing of Goods on Railways in British India—*contd.*

(*2*) The charge referred to in sub-rule (*1*) shall not exceed, per day or part of a day, one anna per maund or part of a maund, calculated—

(*a*) where freight is levied on weight, upon such weight; and

(*b*) where freight is levied on the vehicle in or on which the goods are carried, upon the carrying capacity of such vehicle.

(*3*) The goods shall be warehoused either under cover or in the open as space may be available.

ON LUGGAGE AND PARCELS AVAILABLE FOR DELIVERY.

4. For unclaimed booked luggage and parcels a wharfage charge not exceeding two annas per maund or part of a maund per 24 hours or part of 24 hours, with a minimum charge as for one maund, may be made if they are not removed from railway premises within 48 hours from midnight of the day of arrival.

NOTICE OF ARRIVAL.

5. Subject to the provisions of section 56 of the [1]Indian Railways Act, 1890 (IX of 1890), notice of arrival will be sent when practicable, but the railway administration will accept no responsibility for non-receipt thereof.

II.—DEMURRAGE.

ON VEHICLES ORDERED AND WAITING TO BE LOADED BY SENDERS.

6. Demurrage at a rate not exceeding one anna per ton or part of a ton of carrying capacity per hour or part of an hour may be charged on all vehicles ordered and not loaded, or loaded and not made available for despatch, after the expiry of nine hours of daylight from the time at which they are placed in position for the purpose.

ON LOADED VEHICLES WAITING TO BE DISCHARGED BY CONSIGNEES.

7. Demurrage at a rate not exceeding one anna per ton or part of a ton of carrying capacity per hour or part of an hour may be charged on all loaded vehicles requiring to be discharged by owners which are not discharged after the expiry of nine hours of daylight from the time on being placed in position for unloading. The railway administration may, at its option, unload the vehicle and charge the consignee for doing so and charge wharfage on the contents under rule 3.

[1] Genl. Acts, Vol. IV.

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE INDIAN RAILWAYS ACT, 1890 (IX OF 1890).

Warehousing of Goods on Railways in British India—*contd.*

III.—CALCULATION OF CHARGES.

8. In calculating wharfage and demurrage charges fractions of one anna less than six pies shall be dropped and six pies and over shall be charged as one anna. Where the total amount of demurrage or wharfage due on any consignment is less than two annas, it shall be foregone.

IV.—GENERAL.

9. In the event of goods requiring to be loaded or unloaded by owners becoming liable to both demurrage and wharfage charges, the railway administration may levy both demurrage and wharfage charges for such periods as the goods would be liable to such charges under these rules.

10. If and for so long as the state of the traffic or any sudden emergency makes it necessary, and after advertisement in the local newspapers, the rate of demurrage or wharfage may be increased and the free time curtailed.

11. The railway administration shall have the same lien on goods for demurrage, wharfage, and, if incurred for unloading, as for freight; and these charges must, unless under special arrangements a running account is kept, be paid before the goods are removed.

12. Where the free time allowed in the previous rules includes either Sunday, Christmas Day or Good Friday, such days shall be allowed free in addition.

V.—TREATMENT AND DISPOSAL OF UNCLAIMED GOODS, LUGGAGE AND PARCELS AND OF LOST PROPERTY FOUND IN RAILWAY VEHICLES OR IN RAILWAY PREMISES.

13. Subject to the exception mentioned in rule 18 below, unclaimed goods shall be kept on hand at the station to which invoiced for a period of not less than one month during which time the notice prescribed in section 56, sub-section (*1*), of the [1]Indian Railways Act, 1890 (IX of 1890), will, if possible, be served upon the person appearing entitled thereto.

14. If not taken delivery of within a period of not less than one month after receipt at the station to which invoiced, unclaimed goods may be sent to the unclaimed goods or lost property office, and dealt with as laid down in rule 21 below.

15. Unclaimed articles shall be liable to the wharfage and demurrage charges hereinbefore referred to, as well as to all freight and special expenditure incurred by the railway administration on account of their custody and disposal.

[1] Genl. Acts, Vol. IV.

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE INDIAN RAILWAYS ACT, 1890 (IX OF 1890).

Warehousing of Goods on Railways in British India—*contd.*

16. After being on hand for one month unclaimed booked luggage and parcels may be transferred to the lost property office, and dealt with in the manner prescribed in rules 16, 17, 18, 21 and 22.

17. Where articles such as arms, ammunition, explosives, intoxicating liquors, opium and its preparations, and hemp drugs, the sale of which by unlicensed persons is prohibited by law, are left unclaimed in the possession of the railway administration, they will be made over to the police or excise authorities for disposal under the laws affecting the article. When not of a dangerous, perishable or offensive character, they will, however, be retained in the possession of the railway administration for the same period as that prescribed for other unclaimed articles.

This rule in so far as it relates to explosives is supplemental to, and not in modification of, rule 6 iv of the rules made under the Indian Explosives Act, 1884 (IV of 1884), and published under the Government of India, Home Department, Notification No. 5528,[1] dated the 11th October, 1901, in Part I of the Gazette of India of the 12th October, 1901 (*vide* Appendix B[2] to Part II of the General Rules for open lines of railway in British India promulgated with the Government of India, Public Works Department, circular No. 6 Railway, dated the 12th March, 1895, as revised by the Government of India, Public Works Department, circular No. 2 Railway, dated the 16th January, 1902), and any modifications of the same which may hereafter be made.

18. Unclaimed perishable articles may be disposed of by the Station Master of the station at which they may be left after the expiry of 24 hours or earlier if they are, or are likely to become, offensive.

19. Lost property found in railway vehicles or on railway premises may, subject to the exception mentioned in rule 18, be sent to the nearest lost property office and be similarly dealt with.

20. An account of all unclaimed luggage, and of any lost property found on the line or on railway premises, shall be kept by the Station Master.

21. Public sales by auction shall be held from time to time of all unclaimed or lost property which has remained in the possession of the railway administration over six months. At least fifteen days' previous notice of each auction shall be given by advertisement in a newspaper.

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[1] *See* now the rules published with Notification No 4555—4, dated the 31st May, 1907, in Vol. II, p. 666, which supersede the rules in Notification No 5528, dated the 11th October, 1901.

[2] Appendix B here referred to is spent as Rule 26 of the General Rules for Open Lines of Railway, with reference to which it was inserted has been repealed by Resolution No. 1025-R. T., dated the 10th June, 1912, *see* Gazette of India, 1912, Pt. I, p. 676.

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE INDIAN RAILWAYS ACT, 1890 (IX OF 1890).

Warehousing of Goods on Railways in British India—*concld.*

22. Any surplus proceeds arising out of sales of lost property or unclaimed consignments will, after payment of all charges and expenses due to the railway administration, be paid to the person or persons thereto entitled.

VI.—CLOAK-ROOMS.

23. Passengers may leave small parcels or packages in the cloak-rooms at such stations as may be specified from time to time by the railway administration.

24. A charge of two annas per maund or part of a maund with a minimum charge per package as for one maund, may be levied for each 24 hours or part of 24 hours during which the parcel or package remains in a cloak-room.

25. The responsibility of the railway administration for articles left in a cloak-room shall be that of a bailee under sections 151, 152 and 161 of the Indian Contract Act, 1872 (IX of 1872).

26. A receipt ticket shall be given to any person depositing parcels and packages for custody in a cloak-room; and delivery will be made to any person presenting such receipt ticket, after which all responsibility of the railway administration in respect of such parcels or packages shall absolutely cease and determine.

27. Articles deposited in cloak-rooms which are unclaimed may, after a period of one month, be transferred to the lost property office, and dealt with as prescribed in rules 15, 17, 18, 21 and 22 for unclaimed consignments.

[*See* Gazette of India, 1902, Pt. I, p. 504.]

General Rules for all open lines of Railway.

of 1890.

No. 183, dated the 8th September, 1906.—In exercise of the powers conferred by section 47 of the [1]Indian Railways Act, 1890, and by Notification No. 801, dated 24th March, 1905, and in supersession of the rules annexed to the resolutions of the Government of India in the Public Works Department, dated the 21st August, 1880, the 19th April, 1892, and the 12th March, 1895, and of all other rules made in this behalf, the Railway Board hereby make the following general rules for Railways in British India administered by the Government and for the time being used for the public carriage of passengers, animals or goods.

[1] Genl. Acts, Vol. IV.

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE INDIAN RAILWAYS ACT, 1890 (IX OF 1890).

General Rules for all open lines of Railway—*contd.*

CONTENTS.

PART I.—RULES FOR THE GUIDANCE OF RAILWAY SERVANTS.

CHAPTER I.

PRELIMINARY.

CHAPTER II.

SIGNALS.

A.—General Provisions.

B.—Fixed Signals.

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE INDIAN RAILWAYS ACT, 1890 (IX OF 1890).

General Rules for all open lines of Railway—*contd.*

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE INDIAN RAILWAYS ACT, 1890 (IX OF 1890).

General Rules for all open lines of Railway—*contd*

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE INDIAN RAILWAYS ACT, 1890 (IX OF 1890).

General Rules for all open lines of Railway—*contd.*

RULE.

69. Dummy truck.
70. Private engines and vehicles.
71. Train-lights.
72. Tail-board or tail-lamp.
73. Limits of speed generally.
74. Limit of speed through facing points.
75. Protection and working of points.
76. Care of facing points when train runs through station without stopping.
77. Working of ballast trains.
78. Warning before moving a ballast train.
79. Protection of ballast train when stabled.
80. Control of shunting.
81. Moving of vehicles so as to obstruct running road.
82. Shunting on steep gradient.
83. Loose shunting.
84. Double lines.
85. Working in case of accident or failure of electric connections.

TRAINS STOPPED BETWEEN STATIONS BY ACCIDENT, FAILURE, OR OBSTRUCTION.

86. Train stopped between stations.
87. Sending advice of accident or break-down.
88. Light engine stopped on line.
89. Train parting.
90. Portion of train left on line.

CHAPTER IV.

SYSTEMS OF WORKING.

91. Systems of working.

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE INDIAN RAILWAYS ACT, 1890 (IX OF 1890).

General Rules for all open lines of Railway—*contd*

CHAPTER V.

THE ABSOLUTE BLOCK SYSTEM.

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE INDIAN RAILWAYS ACT, 1890 (IX OF 1890).

General Rules for all open lines of Railway—*contd.*

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE INDIAN RAILWAYS ACT, 1890 (IX OF 1890).

General Rules for all open lines of Railway—*contd.*

CHAPTER VIII.

THE FOLLOWING TRAINS SYSTEM.

CHAPTER IX.

THE TRAIN-STAFF AND TICKET SYSTEM.

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE INDIAN RAILWAYS ACT, 1890 (IX OF 1890).

General Rules for all open lines of Railway—*contd.*

CHAPTER X.

THE PILOT GUARD SYSTEM.

RULE.

149. Essentials of the Pilot Guard system.
150. System where applicable.
151. General conditions.
152. Pilot Guard's dress or badge.
153. Pilot Guard to accompany train or give authority to proceed.
154. Pilot Guard's tickets.

CHAPTER XI.

THE ONE ENGINE ONLY SYSTEM.

155. Essentials of the One engine only system.
156. Application of the One engine only system.
157. Procedure in case of accident.

CHAPTER XII.

USE OF ELECTRICAL INSTRUMENTS ON DOUBLE LINES.

General Provisions.

158. Means of working.
159. Provision of instruments.
160. Authority to proceed.
161. Caution order.

Stations at which electric block instruments are provided.

162. Signalling of trains.
163. Certificate of competency.
164. Bell Code.
165. Acknowledgment of signals.
166. Train Register book.
167. The Attention signal.

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE INDIAN RAILWAYS ACT, 1890 (IX OF 1890).

General Rules for all open lines of Railway—*contd.*

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE INDIAN RAILWAYS ACT, 1890 (IX OF 1890).

General Rules for all open lines of Railway—*contd.*

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE INDIAN RAILWAYS ACT, 1890 (IX OF 1890).

General Rules for all open lines of Railway—*contd.*

RULE.

217. Line Clear ticket.
218. Caution ticket.
219. Responsibility of Station Master as to authority to proceed.
220. Authority to proceed when to be delivered to Engine Driver stopping at station.
221. Who to deliver authority to proceed to Engine Driver.
222. Delivery of authority to proceed when there are two Engine Drivers.
223. Examination by Engine Driver of authority to proceed.

CHAPTER XIV.

RAILWAY SERVANTS GENERALLY.

224. Supply of copies or translations of rules.
225. Production of rules.
226. Application for new copy of rules.
227. Acquaintance with rules.
228. Assistance in carrying out rules, and report of breaches.
229. Prompt obedience to orders.
230. *Hours of attendance for duty.*
231. Absence from duty.
232. *Obtaining spirituous or fermented liquor at stations.*
233. Conduct generally.
234. Duties for securing safety.
235. Consent required before interfering with signal.
236. Knowledge and possession of hand signals.
237. Signal lamps.
238. Leaving vehicles in sidings outside station limits.
239. Obstruction of line.
240. Preparation for running of trains.
241. Finding of lost articles.
242. Notice before leaving service.
243. Surrender of railway property on leaving service.

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE INDIAN RAILWAYS ACT, 1890 (IX OF 1890).

General Rules for all open lines of Railway—*contd.*

CHAPTER XV.

STATION MASTERS.

CHAPTER XVI.

GUARDS.

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE INDIAN RAILWAYS ACT, 1890 (IX OF 1890).

General Rules for all open lines of Railway—*contd.*

CHAPTER XVII.

ENGINE DRIVERS AND FIREMEN.

Engine Driver and Fireman.

Engine Driver.

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE INDIAN RAILWAYS ACT, 1890 (IX OF 1890).

General Rules for all open lines of Railway—*contd.*

THE INDIAN RAILWAYS ACT, 1890 (IX OF 1890).

General Rules for all open lines of Railway—*contd.*

CHAPTER XVIII.

POINTSMEN AND SIGNALMEN.

CHAPTER XIX.

RAILWAY SERVANTS EMPLOYED ON THE PERMANENT-WAY OR WORKS.

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE INDIAN RAILWAYS ACT, 1890 (IX OF 1890).

General Rules for all open lines of Railway—*contd.*

Lorries and Trollies.

CHAPTER XX.

GATEMEN.

CHAPTER XXI.

PENALTIES.

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE INDIAN RAILWAYS ACT, 1890 (IX OF 1890).

General Rules for all open lines of Railway—*contd.*

INDIAN STATE RAILWAYS.

PART I.—RULES FOR THE GUIDANCE OF RAILWAY SERVANTS.

CHAPTER I.

PRELIMINARY.

Definitions

1. In these rules, unless there is anything repugnant in the subject or context,—

(*1*) "adequate distance" means the distance sufficient to ensure safety, having regard to the local conditions obtaining;

(*2*) "approved special instructions" means special instructions approved of, or prescribed by, the Government Inspector;

(*3*) "authorised officer" means the person who is duly empowered by general or special order of the Railway Administration, either by name or by virtue of his office, to issue instructions or do any other thing;

(*4*) "authority to proceed" means the authority given to the Driver of a train, under the system of working, to leave the station with his train;

(*5*) "ballast train" means a train intended for the carriage of ballast, stone, material or fuel when picked up or put down either between stations or within station-limits;

(*6*) to "block back" means to despatch a message from a station intimating to the station immediately in rear on a double line, or to the next station on either side on a single line, that the block-section is obstructed or is to be obstructed;

(*7*) to "block forward" means to despatch a message from a station on a double line intimating to the station immediately in advance the fact that the block-section in advance is obstructed or is to be obstructed;

(*8*) "block-section" means that portion of the running road between two stations on to which no running train may enter until permission to approach has been received from the station at the other end of the section;

(*9*) the expression "connections," when used with reference to a running road, means the points and crossings or other appliances used to connect such road with other roads or to cross it;

(*10*) "day" means from sunrise to sunset;

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

The Indian Railways Act, 1890 (IX of 1890).

General Rules for all open lines of Railway—*contd.*

(*11*) "Engine Driver" means the person for the time being in charge of a working locomotive engine;

(*12*) "fixed signal" includes a semaphore arm for use by day and a fixed light for use by night;

(*13*) "fouling point" means the point at which the infringement of fixed Standard Dimensions occurs, where two tracks cross or join one another;

(*14*) "Ganger" means the person in charge of a gang of platelayers or other workmen employed on the permanent-way;

(*15*) "goods train" means a train (other than a ballast train) intended solely or mainly for the carriage of animals or goods;

(*16*) the expression "Government Inspector," when used with reference to any railway, means an Inspector appointed to exercise any functions under the [1]Indian Railways Act, 1890, in respect of that railway;

(*17*) "Guard" includes a brakesman or any other railway servant who may for the time being be performing the duties of a Guard;

(*18*) "last Stop signal" means the Starting signal or (if there are two Starting signals) the Advanced Starting signal;

(*19*) "main line" means the line ordinarily used for running trains through and between stations;

(*20*) "mixed train" means a train intended for the carriage of passengers and goods or of passengers, animals and goods;

(*21*) "night" means from sunset to sunrise;

(*22*) "obstruction" or "obstructing" means a train, vehicle or obstacle on or fouling a line, or any condition which is dangerous to trains;

(*23*) "ordinary train" means a train, whether passenger, goods or mixed, which is entered in the Working Time-tables;

(*24*) "passenger train" means a train intended solely or mainly for the carriage of passengers and other coaching traffic, and includes a troop train;

(*25*) "permission to approach" means the permission given from a station to a station in rear for a train to leave the latter and approach the [illegible]ner;

[illegible]) "running [illegible]d" means the track, which may consist of one or [illegible]es with t[illegible] [illegible]s-over roads connecting them, to be used by a [illegible] enter[illegible] [illegible]eaving a station or when passing through a [illegible]tween

[1] [illegible]enl. Acts, Vol. IV.

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE INDIAN RAILWAYS ACT, 1890 (IX OF 1890).

General Rules for all open lines of Railway—*contd.*

(*27*) "running train" means a train which has started under an authority to proceed and has not completed its journey;

(*28*) "special instructions" mean instructions issued from time to time by the authorised officer in respect to particular cases or special circumstances;

(*29*) "special train" means any train which is neither an ordinary train nor a ballast train;

(*30*) "station" means any place on a line of railway at which traffic is booked and dealt with, or at which an authority to proceed is given under the system of working;

(*31*) "station-limits" mean the portion of a railway which is under the control of a Station Master, and is situated between the outermost signals of the station;

(*32*) "Station Master" means the person on duty who is for the time being responsible for the working of the traffic within station-limits, and includes any person who is for the time being in independent charge of the working of any signals and responsible for obtaining and sending the permission to approach and for giving the authority to proceed;

(*33*) "station section" means that section of station-limits at a Class B station which is included—

(*a*) on a double line, between the Home signal and the last Stop signal of the station in either direction, or

(*b*) on a single line—

(1) between the Shunting Boards or Advanced Starters (if any), or

(2) between the Home signals if there are no Shunting Boards or Advanced Starters, or

(3) between the outermost facing points if there are no Home or Starting signals or Shunting Boards;

(*34*) "system of working" means the system adopted for the time being for the working of trains on any portion of a railway; and

(*35*) "train" means an engine, with or without vehicles attached.

2. Stations shall, for the purposes of these rules, be deemed to be divided into the following classes, namely:—

Classification of stations.

Class A Stations—where permission to approach may not be given for a train unless the line on which it is intended to receive the train is clear for at least a quarter of a mile beyond the Home signal or up to the Starting signal (if any);

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE INDIAN RAILWAYS ACT, 1890 (IX OF 1890).

General Rules for all open lines of Railway—*contd.*

Class B Stations—where permission to approach may be given for a train before the line has been cleared for the reception of the train within the station section or within the station-limits, as the case may be;

Class C Stations—block-huts, at which no trains are booked to stop; and

Class D Stations—stopping-places or flag stations, which are situated between two consecutive stations of Class A, Class B or Class C, and do not form the boundary of any block-section.

CHAPTER II.

SIGNALS.

A.—General Provisions.

General use of signals.

3. The signals prescribed in these rules shall be used for controlling the movement of trains in all cases in which exceptions are not allowed by approved special instructions.

Kinds of signals.

4. The signals to be used for controlling the movement of trains shall be—

fixed signals,
hand signals, and
detonating signals.

Use of night signals by day.

5. The signals prescribed in these rules for use by night shall also be used by day in tunnels and in thick or foggy weather.

B.—Fixed signals.

Use of Semaphore Stop signals and Warning signals.

6. Unless approved special instructions are issued to the contrary, all railways shall be equipped with semaphore signals which shall be either Stop signals or Warning signals.

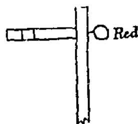
Description of Stop signals, and their indications.

7. (*1*) When a semaphore signal is used as a Stop signal, the arm shall be square-ended, and the signal shall be arranged to give two indications, namely, "Stop" and "Proceed," either by the position of the arm or by the showing of a light.

THE INDIAN RAILWAYS ACT, 1890 (IX OF 1890).

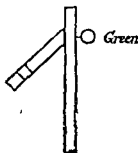
General Rules for all open lines of Railway—*contd.*

(2) The horizontal position of the arm, or, at night, the showing of a red light, thus—



constitutes the "on" or "danger" position, and signifies "Stop dead," and do not pass till the arm is lowered or (at night) till the light is changed to green.

(3) The inclined position of the arm, lowered to an angle of from 45° to 60° below the horizontal, or, at night, the showing of a green light, thus—



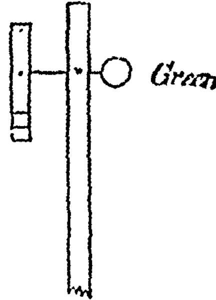
constitutes the "off" position, and signifies "Proceed."

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE INDIAN RAILWAYS ACT, 1890 (IX OF 1890).

General Rules for all open lines of Railway—*contd.*

(*4*) If allowed by approved special instructions, the arm, when "off," may be vertical, thus—



Description of Warning signals and their indications.

8. (*1*) Warning signals (or Warners) are signals intended to warn Engine Drivers of the condition of the block-section ahead.

(*2*) Except under approved special instructions, the use of Warning signals is confined to interlocked stations.

(*3*) When a semaphore signal is used as a Warning signal, the arm shall be fish-tailed, and it shall be arranged to give two indications, namely, "Proceed with caution" and "All right."

(*4*) The horizontal position of the fish-tailed arm, or the showing at night of two lights, one at the root of the arm and red, and the other six to seven feet above it and green, constitutes the "Proceed with Caution" position, and signifies "Pass by without stopping, but with caution, and be prepared to stop at the next Stop signal or where required."

(*5*) The inclined position of the arm lowered to an angle of from 45° to 60° below the horizontal, or the showing at night of two lights, one at the root of the arm and green, and the other six to seven feet above it and also green, constitutes the "All right" or "off" position, and signifies "Proceed: the next block-section ahead is clear."

Placing of Warning signals.

9. (*1*) A Warner may be placed either—

(*a*) on a post by itself, at an adequate distance outside the Home signal, or

(*b*) on the same post as, but six to seven feet below, the arm of the Outer signal, or

(*c*) on the same post as, but six to seven feet below, the last Stop signal of a station.

(*2*) When the Warner is placed below a Stop signal, the variable light of the Stop signal shall take the place of the fixed green light of the Warner, and the mechanical arrangements must be such that the Warner cannot be taken "off" while the Stop signal above it is "on."

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE INDIAN RAILWAYS ACT, 1890 (IX OF 1890).

General Rules for all open lines of Railway—*contd.*

10. The significance of the various combinations of arms or lights described in rules 7, 8 and 9 is as follows:—[1]

Significance of various combinations of arms or lights.

Indication	Meaning.	Explanation
(*a*) Square-ended arm "off;" *single green light.*	*Proceed* . .	...
(*b*) Square-ended arm "on;" *single red light.*	*Danger* . .	*Stop* dead and do not pass till the arm is lowered or (at night) till the light is changed to green.
(*c*) Upper (square) arm "on," lower (fish-tailed) arm horizontal; *red over red.*	*Danger* . .	Stop, and do not pass till the upper arm is lowered or (at night) till the upper light is changed to green.
(*d*) Upper (square) arm "off," lower (fish-tailed) arm horizontal; *green over red.*	*Proceed with caution* .	Proceed cautiously, and be prepared to stop at the next Stop signal or where required.
(*e*) Upper (square) arm "off," lower (fish-tailed) arm "off;" *green over green.*	*All right* . .	Proceed.
(*f*) Single (fish-tailed) arm horizontal; *green over red.*	*Proceed with caution.*	Proceed cautiously, and be prepared to stop at the next Stop signal or where required.
(*g*) Single (fish-tailed) arm "off;" *green over green.*	*All right* . .	Proceed.

Explanation.—The exhibition of a red over green light, or the corresponding position of the arms by day, or the absence of one or both lights shows that the signal is out of order, and should be treated as a danger signal. The Engine Driver must stop at such signal, and ascertain if possible the cause He may then proceed cautiously, being guided by the signals in advance, and must immediately on arrival at the station report the circumstances to the Station Master.

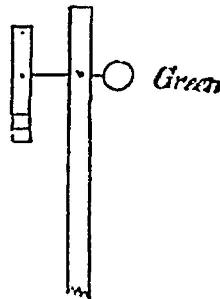
[1] This statement was explained by sketches in a column after that headed "Explanation," for these sketches, *see* Gazette of India, 1906, Supplement, p. 1934.

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE INDIAN RAILWAYS ACT, 1890 (IX OF 1890).

General Rules for all open lines of Railway—*contd.*

(*4*) If allowed by approved special instructions, the arm, when "off," may be vertical, thus—



Description of Warning signals and their indications.

8. (*1*) Warning signals (or Warners) are signals intended to warn Engine Drivers of the condition of the block-section ahead.

(*2*) Except under approved special instructions, the use of Warning signals is confined to interlocked stations.

(*3*) When a semaphore signal is used as a Warning signal, the arm shall be fish-tailed, and it shall be arranged to give two indications, namely, "Proceed with caution" and "All right."

(*4*) The horizontal position of the fish-tailed arm, or the showing at night of two lights, one at the root of the arm and red, and the other six to seven feet above it and green, constitutes the "Proceed with Caution" position, and signifies "Pass by without stopping, but with caution, and be prepared to stop at the next Stop signal or where required."

(*5*) The inclined position of the arm lowered to an angle of from 45° to 60° below the horizontal, or the showing at night of two lights, one at the root of the arm and green, and the other six to seven feet above it and also green, constitutes the "All right" or "off" position, and signifies "Proceed: the next block-section ahead is clear."

Placing of Warning signals.

9. (*1*) A Warner may be placed either—

(*a*) on a post by itself, at an adequate distance outside the Home signal, or

(*b*) on the same post as, but six to seven feet below, the arm of the Outer signal, or

(*c*) on the same post as, but six to seven feet below, the last Stop signal of a station.

(*2*) When the Warner is placed below a Stop signal, the variable light of the Stop signal shall take the place of the fixed green light of the Warner, and the mechanical arrangements must be such that the Warner cannot be taken "off" while the Stop signal above it is "on."

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE INDIAN RAILWAYS ACT, 1890 (IX OF 1890).

General Rules for all open lines of Railway—*contd.*

10. The significance of the various combinations of arms or lights described in rules 7, 8 and 9 is as follows:—[1]

Significance of various combinations of arms or lights.

Indication	Meaning.	Explanation.
(*a*) Square-ended arm "off;" *single green light.*	*Proceed* . .	...
(*b*) Square-ended arm "on;" *single red light.*	*Danger* . .	Stop dead and do not pass till the arm is lowered or (at night) till the light is changed to green.
(*c*) Upper (square) arm "on," lower (fish-tailed) arm horizontal; *red over red.*	*Danger* . .	Stop, and do not pass till the upper arm is lowered or (at night) till the upper light is changed to green.
(*d*) Upper (square) arm "off," lower (fish-tailed) arm horizontal; *green over red.*	*Proceed with caution* .	Proceed cautiously, and be prepared to stop at the next Stop signal or where required.
(*e*) Upper (square) arm "off," lower (fish-tailed) arm "off;" *green over green.*	*All right* . .	Proceed.
(*f*) Single (fish-tailed) arm horizontal; *green over red.*	*Proceed with caution.*	Proceed cautiously, and be prepared to stop at the next Stop signal or where required.
(*g*) Single (fish-tailed) arm "off;" *green over green.*	*All right* . .	Proceed.

Explanation.—The exhibition of a red over green light, or the corresponding position of the arms by day, or the absence of one or both lights shows that the signal is out of order, and should be treated as a danger signal. The Engine Driver must stop at such [illegible] He may then proceed cautiously, being guided [illegible] immediately on arrival at the station report the

[1] This statement was explained by sketches in a column after that headed "Explanation," for these sketches, see Gazette of India, 1906, Supplement, p. 1934.

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE INDIAN RAILWAYS ACT, 1890 (IX OF 1890).

General Rules for all open lines of Railway—*contd.*

Kinds of Stop signals for approaching trains.

11. (*1*) The stop signals which control the movement of trains approaching a station are of four kinds, namely, Outer, Home, Main and Track (or Routing) signals.

(*2*) The Outer signal is a signal fixed at an adequate distance outside the point up to which the line may be obstructed after permission to approach has been sent to the station in rear, or at an adequate distance outside the place where a train usually comes to a stand in accordance with the system of working.

(*3*) The Home signal is the first Stop signal of a station at which an Outer signal is not provided, and the second Stop signal of a station at which an Outer signal is provided.

(*4*) The main signal is a signal fixed within station limits, generally near the centre of a station. It may, under approved special instructions, be called the Home signal. It is ordinarily provided with two semaphore arms only, one on either side of the post, in which case the left hand arm only is applicable to approaching trains. No other arrangement of arms may be used without the sanction of the Government Inspector.

(*5*) The Track or Routing signal is a special bracketted signal used to indicate to an Engine Driver which of two or more diverging tracks is made for him when the Home signal is, in consequence of its position, inconvenient for that purpose.

of signals departing [illegible]

12. (*1*) The stop signals which control the movement of trains leaving a station are of two kinds, namely, Starting signals and Advanced Starting signals.

(*2*) Where there is only one Starting signal, it is called the Starting signal or Starter.

(*3*) Where there are two Starting signals, the outermost is the last Stop signal of a station and is called the Advanced Starting signal or Advanced Starter, while the other is called the Starting signal or Starter.

(*4*) The Starting signal, where only one such signal is provided, or the Advanced Starting signal, where two Starting signals are provided, must be fixed at the limit beyond which no train may pass unless the Engine Driver is given the authority to proceed which is required by the system of working, and must be fixed outside all connections on the line to which it refers.

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE INDIAN RAILWAYS ACT, 1890 (IX OF 1890).

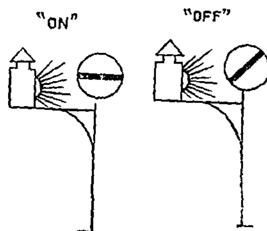
General Rules for all open lines of Railway—*contd.*

(*5*) Where an Advanced Starting signal is provided, the Starting signal must be placed so as to protect the first facing or fouling point on the line to which it refers.

13. (*1*) The Outer Repeater is an indicator fixed at an adequate distance outside the Outer signal for the purpose of advising the Engine Driver whether the Outer signal is "off" or "on."

Description of the Outer Repeater.

(*2*) An Outer Repeater may take the form of a white disc showing a black horizontal bar (signifying "Caution") when the Outer signal is "on" and a black diagonal bar (signifying "Proceed") when the Outer signal is "off," thus—



(*3*) If used at night, an Outer Repeater must be so illuminated as to make its indications clearly visible.

14. Shunting signals and Calling-on signals are short auxiliary arms and auxiliary lights placed below the arms of Starters or Advanced Starters and Home signals, respectively; and when "off" authorise an Engine Driver to draw ahead although the arm above is "on."

Description of Shunting signals and Calling-on signals.

15. Siding, Miniature or Dwarf, and Disc signals are used to control shunting operations in sidings, the movements of trains between sidings and main lines, or between one main line and another. In the

Use of Siding, Miniature or Dwarf and Disc signals.

case of Siding, Miniature or Dwarf signals the "on" or "danger" position is shown in the day time by a short arm in the horizontal position, and at night by a red light. The "off" or "proceed" position is shown in the day time by the arm being lowered and at night by a green light.

In the case of Disc signals the "on" or "danger" position is shown in the day time by a red disc and at night by a red light.

The "proceed" or "off" position is shown in the day time by the disc being turned "off" and at night by a green light.

Explanation.—Point indicators are not signals, but are appliances fitted to, and working with, points, to indicate by day or by night the position in which the points are set.

Co-acting signals.

16. (*1*) Co-acting signals are duplicate signals fixed vertically below ordinary signals, and are provided where, in consequence of the great height of the signal post, or of there being an overbridge or other obstacle, the main arm or light is not in view of the Engine Driver during the whole time that he is approaching it.

(*2*) Co-acting signals must be fitted at such height that either the main arm or light or the co-acting arm or light may always be visible.

[illegible]tion Banner [illegible]ag.

17. A Banner Flag is a temporary fixed danger signal consisting of a red cloth supported at each end on a post and stretched across the line to which it refers.

Normal position of fixed signals.

18. (*1*) The normal position of every fixed signal, except Calling-on signals, shall be "danger."

(*2*) Every fixed signal shall be so constructed that, in case of failure of any part of its connections, it shall remain at, or return to, its normal position.

Position of signal arms.

19. Signal arms must be placed on the left-hand side of the post as seen by the Driver of any approaching train.

Painting of signal arms.

20. (*1*) Signal arms must be painted red with a white bar on the side facing trains to which they refer, and white with a black bar on the other side.

(*2*) On Warning signal arms the said bars must be parallel with the notching.

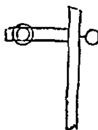
Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE INDIAN RAILWAYS ACT, 1890 (IX OF 1890).

General Rules for all open lines of Railway—*contd.*

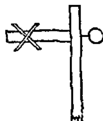
Rings for signal arms.

21. Signal arms referring to lines other than passenger lines must, at places where distinction between signals for passenger lines and signals for other lines is necessary, be distinguished by rings, thus—



Signals out of use

22. When semaphore signals are not in use the arms must remain fixed in the "on" position, and must be distinguished by having two crossed bars on them, thus—



Position of fixed signals.

23. Fixed signals shall be fixed on the side of the line on which they can be seen by Drivers of approaching trains, but the left-hand side of the track is to be preferred unless the sighting is greatly interfered with.

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE INDIAN RAILWAYS ACT, 1890 (IX OF 1890).

General Rules for all open lines of Railway—*contd.*

Bracket-posts and signal posts when to be used.

24. Unless otherwise permitted by approved special instructions,—

(*a*) where two or more lines diverge, the signals must be fixed on a bracket-post; and

(*b*) where two or more lines converge, the signals must be fixed on separate posts or, where this is not practicable, then on a bracket-post:

Provided that, where the number of signals is considerable, they may be fixed on separate posts or dolls carried on a Signal-bridge provided for the purpose.

Placing of more than one signal on the same post.

25. Not more than one signal referring to trains moving in the same direction (whether on the same track or on separate tracks) shall be placed on the same post, unless—

(*a*) there be only two signals on the post and the lower signal is a Warner fixed from six to seven feet below the other signal, or

(*b*) the lower signal is a Co-acting signal or Calling-on signal fixed at least fifteen feet below the next signal, or

(*c*) the sanction of the Government Inspector has been obtained.

Relation of signals to particular roads.

26. (*1*) In the case of all bracket or bridge signals, the left-hand signal shall be read as referring to the left-hand road, and the second signal from the left shall be read as referring to the next road from the left, and so on.

(*2*) Where, with the sanction of the Government Inspector under rule 25, clause (*c*), two or more signals are placed on the same post, the top arm shall be read as referring to the left-hand diverging road, and the second arm shall be read as referring to the next road from the left, and so on.

Distinctions between signals.

27. Signals on brackets and bridges shall be distinguished as much as possible by grouping and by making the more important signals higher than the less important signals.

Back-lights.

28. (*1*) Every fixed signal, the light of which cannot be seen from the point from which the signal is worked, must be provided with a back-light or tell-tale, by which the Station Master may see whether the light is burning or not.

(*2*) Back-lights of signals must show a small white light when "on," and no light at all in any other position.

(*3*) When a Warner is used by itself, its fixed green light must show a white back-light.

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE INDIAN RAILWAYS ACT, 1890 (IX OF 1890).

General Rules for all open lines of Railway—*contd.*

C.—Hand Signals.

29. A Hand signal shall be made—

Hand signals how made.

by day, by showing a flag or hand, and, by night, by showing a light.

30. The Stop signal shall be given—

Stop signal how given.

by day,—

(*a*) by showing a red flag, thus—



or

(*b*) in the absence of flags, by raising both arms with the hands above the head, thus—



Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE INDIAN RAILWAYS ACT, 1890 (IX OF 1890).

General Rules for all open lines of Railway—*contd.*

and by night,—

(*i*) by showing a red light; or

(*ii*) in the absence of a red light, by violently waving a white light.

Proceed with caution signal when used and how given.

31. The Proceed with caution signal must be used when it is intended that a train should proceed slowly, and shall be given—

by day—

(*a*) by waving a green flag vertically, thus—



or

(*b*) in the absence of flags, by waving one arm in a similar manner, thus,—



THE INDIAN RAILWAYS ACT, 1890 (IX OF 1890).

General Rules for all open lines of Railway—*contd.*

and,

by night, by similarly waving a green light.

Proceed signal how given.

32. The Proceed signal shall be given—

by day,—

(*a*) by holding a green flag steadily, thus—



or

(*b*) in the absence of flags, by holding out one arm steadily, thus—



and, by night, by holding a green light steadily.

Signals for shunting.

33. In shunting operations, signals shall be given as follows:—

(1) *to move away from* the person signalling, a green flag or green light moved slowly up and down;

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE INDIAN RAILWAYS ACT, 1890 (IX OF 1890).

General Rules for all open lines of Railway—*contd.*

(2) *to move towards* the person signalling, a green flag or green light moved from side to side across the body;

(3) *to slow down*, the above signals to be displayed slower and slower until the Danger signal is given.

D.—Detonating Signals.

Detonating signals defined.

34. "Detonating" signals (otherwise known as "Fog" signals) are appliances placed on the rails so as to explode with a loud report when an engine passes over them, for the purpose of attracting the attention of Engine Drivers.

Stocks of detonators.

35. (*1*) All Station Masters, Guards, Engine Drivers, Gangers and Gatemen, and all other railway servants on whom this duty is laid by the Railway Administration, must keep a stock of detonators.

(*2*) Each Railway Administration shall be responsible for the supply, renewal, periodical testing and safe custody of such detonators, and for ensuring that their use is properly understood.

Placing of detonators in thick or foggy weather.

36. In thick or foggy weather, whenever it is necessary to indicate to the Driver of an approaching train the locality of a signal, two detonators must be placed on the line, by a railway servant appointed by the Station Master in this behalf, about ten yards apart, and at least one hundred yards outside the outermost signal of the station.

Placing of detonators in case of obstruction.

37. (*1*) Whenever, in consequence of an obstruction of a line, it is necessary for a railway servant to show hand danger signals at some place short of such obstruction, he shall put on the line one detonator, half-way out to such place, and three detonators, about ten yards apart, at such place.

(*2*) If the said railway servant is re-called before the obstruction is removed, he must leave down three detonators, and must on his way back pick up the intermediate detonator.

Placing of detonators on a mixed gauge.

38. In all cases where the use of detonators is necessary under these rules on a mixed gauge, detonators must be placed on one rail of each gauge, or on the rail common to both.

Securing of detonators on the line.

39. Detonators must be placed on the line with the label or brand upwards, and must be secured by bending the clasp round the upper flange of the rail.

Renewal of detonators on the line.

40. Every railway servant placing detonators on the line must see that they are, when necessary, renewed immediately after a train has passed over them.

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE INDIAN RAILWAYS ACT, 1890 (IX OF 1890).

General Rules for all open lines of Railway—*contd.*

E.—Signals at Stations.

41. The fixed signals prescribed in this sub-chapter shall be provided at every station except—

Obligation to provide fixed signals at stations.

(*a*) stations between which trains are worked on the one engine only system mentioned in Chapter XI, and

(*b*) stations which are exempted from this rule by approved special instructions.

42. Fixed signals shall not be brought into use until they have been passed by the Government Inspector as being sufficient to secure the safe working of trains.

Inspection of fixed signals.

43. The minimum equipment of fixed signals to be provided for each direction shall be as follows:—

Minimum equipment of fixed signals.

(*a*) at a Class A station—
a Warning signal,
a Home signal, and
a Starting signal;

(*b*) at a Class B station—
an Outer signal, and
a Home signal; and

(*c*) at a Class C station—
a Warning signal, and
a Home signal.

44. Besides the minimum equipment prescribed in rule 43, the following fixed signals must be provided at Class B stations, namely—

Additional fixed signals at Class B stations.

(*a*) on a double line—a Starting signal for each direction;

(*b*) on both a double and a single line—if trains run through at high speed without stopping, a Warning signal, to be fixed below the arm of the Outer signal; and

(*c*) on a single line worked on the Absolute Block system—if the obstructing of the line outside the facing points in the direction of an approaching train is permitted under rule 110, a Shunting Board (bearing the words "shunting limit" on the side which faces the station, and fitted with a lamp showing a white light in both directions to mark its position by night) or an Advanced Starter, to be fixed at

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE INDIAN RAILWAYS ACT, 1890 (IX OF 1890).

General Rules for all open lines of Railway—*contd.*

a distance not exceeding two hundred yards from the facing points, to mark the extreme limit up to which such obstructing may be permitted.

Exceptions to rules 43 and 44.

45. Notwithstanding anything contained in rule 43 or rule 44,—

(*a*) if the station is already provided with an Outer signal and a Main signal the latter may remain in use instead of a Home signal, until the station is interlocked, or until the Government Inspector orders otherwise. At such stations on a double line, trains shall be worked in accordance with approved special instructions;

(*b*) if the station has only one pair of points on the main line, signals shall be erected, and the station shall be worked, in accordance with approved special instructions;

(*c*) on any railway where traffic is light and speeds are slow, all signals, except one Stop signal at each station for each direction, may, under the special sanction of the Government Inspector, be dispensed with, the said Stop signal being placed at such point within or outside the station-yard as he may approve, and trains being worked in accordance with approved special instructions; and

(*d*) on any railway having very light traffic worked by day only, all or any signals may, with the special sanction of the Government Inspector, be dispensed with, trains being worked in accordance with approved special instructions.

Additional fixed signals at stations generally.

46. In addition to the equipment prescribed in rules 43 and 44 such other fixed signals (if any) must be provided at every station as may be necessary for the safe working of trains.

Signals at Class D stations.

47. At a Class D station a train may be stopped either by hand signals or by a fixed Stop signal for each direction.

F.—Signals at gates.

Signals at gates.

48. Unless exempted under approved special instructions, every gate which closes across the line at a level-crossing must, except when interlocked with station signals, be provided with semaphore signals fixed at an adequate distance from the gate and showing Stop signals both up and down the line when the gates are open for the passage of road traffic.

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE INDIAN RAILWAYS ACT, 1890 (IX OF 1890).

General Rules for all open lines of Railway—*contd.*

G.—Working of Fixed Signals.

49. (*1*) Subject to the provisions of rule 18 fixed signals must always be kept "on" (that is, at "danger,") except when taken "off" (that is, lowered) to allow a train to pass.

Fixed signals generally.

(*2*) No fixed signal shall be taken "off" without the permission of the Station Master.

(*3*) The Station Master shall not give permission to take signals "off" to admit a train until—

(*a*) all facing points over which the train will pass are correctly set and secured,

(*b*) all trailing points over which the train will pass are correctly set, and

(*c*) the line over which the train is to pass is clear and free from obstructions.

(*4*) Except in cases of emergency, a signal which has been taken "off" for the passage of a train shall not be placed "on" until the whole of the train which it controls has passed it or, in the case of a Main signal, has arrived at the place at which trains usually come to a stand.

(*5*) At stations on a single line, except under special instructions where the interlocking or the lay-out of the yard renders a contrary procedure safe, when two or more trains are approaching simultaneously from any direction the signals for one train only at a time may be taken "off," all other signals being kept "on" until the train for which the signals have been taken "off" has come to a stand at the station or has cleared the station.

50. (*1*) When a train is approaching a Home signal otherwise than at a terminal station, the signal shall not be taken "off" until the train has first been brought to a stand outside the signal unless—

Home signals.

(*a*) (on a double line) the line is clear for an adequate distance beyond the Starting signal; or

(*b*) (on a single line) the line is clear for an adequate distance beyond the trailing points, or up to the farthest Outer signal, whichever distance is less or if allowed by approved special instructions for an adequate distance beyond the place at which the train is required to come to a stand.

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE INDIAN RAILWAYS ACT, 1890 (IX OF 1890).

General Rules for all open lines of Railway—*contd.*

(*2*) The adequate distance referred to in sub-rule (*1*) shall be fixed by special instructions, but shall never be less than two hundred yards without the sanction of the Government Inspector.

The Outer signal.

51. (*1*) The Outer signal shall never be taken "off" to admit a train which has not been brought to a stand outside it, unless the line on which the train is to be received in the station is clear, in the case of a double line, up to the Starting signal, and, in the case of a single line, for an adequate distance beyond the first facing points.

(*2*) When a train which is booked to run through has to be stopped out of course at a station where Warners are not provided, the Outer signal shall not be taken "off" until the train has been brought to a stand outside it.

(*3*) The Warner shall never be taken "off" for a train that is booked to stop, or for a train that has to be stopped out of course.

Calling-on signal.

52. A Calling-on signal referring to a running train shall not be placed to "off" until the train has been brought to a stand at the signal below which the Calling-on signal is fixed.

Shunting.

53. (*1*) The Outer, Home and Main signals and the outermost Starting signal of a station shall not be taken "off" for shunting purposes.

(*2*) Starting signals, where Advanced Starting signals are provided, must be taken "off" for shunting purposes, except where the arrangement of the interlocking interferes with this practice, in which case Shunting arms must be provided.

H.—Defective Signals.

Duties of Station Master.

54. As soon as the Station Master becomes aware that any signal has become defective or has ceased to work properly, he shall—

(*a*) take measures, either by disconnecting the wire or by other means, to place the signal "on," if it is not already in that position;

(*b*) depute one or more competent railway servants, with such hand signals and detonators as may be required to give signals at the place where the defective signal is situated, until the Station Master is satisfied that such signal has been put into proper working order;

(*c*) if possible, advise the station in rear in order that the Drivers of all approaching trains may be warned; and

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE INDIAN RAILWAYS ACT, 1890 (IX OF 1890).

General Rules for all open lines of Railway—*contd.*

(*d*) report the occurrence to the person who is responsible for the upkeep of the signal.

Use of other signals.

55. (*1*) If a Warner is out of order it must be kept in the horizontal position, and Engine Drivers will work to the other signals.

(*2*) If a Warner on a post by itself is out of order and cannot be kept in the horizontal position, a red hand signal must be shown at the foot of the signal post, and by night the fixed green light must be extinguished; and trains, after having first been brought to a stand may then be hand signalled past.

(*3*) If a Home or Main signal, or a Starter or Advanced Starter, is out of order, the railway servant stationed at the signal must show hand signals in accordance with instructions from the Station Master.

(*4*) If the Outer signal is out of order, the railway servant stationed at it—

(*a*) must repeat by hand signal the indication given by the Home signal, or

(*b*) if the Home signal is also out of order, must repeat the indication given by the hand signal at the Home signal.

Intimation to station when defects [illegible].

56. As soon as a defective signal has been put into good working order, the Station Master must intimate the fact to the station which was advised of its being defective.

CHAPTER III.

WORKING OF TRAINS GENERALLY.

57. The working of trains between stations shall be regulated [illegible] the standard time prescribed by the Governor General in Council [illegible] must be sent daily to all the principal stations on the railway.

58. No passenger train or mixed train shall be despatched [illegible] station before the advertised time.

59. No train shall be allowed to run unless [illegible] given, when practicable, to all stations concerned [illegible]

60. (*1*) No persons other than the Station Master [illegible] give permission to approach or give authority to proceed [illegible] warning [illegible]

(*2*) An authority to proceed given [illegible] soon as the last vehicle of the train has [illegible] signal [illegible]

(*a*) on a double line, inside the [illegible]

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE INDIAN RAILWAYS ACT, 1890 (IX OF 1890).

General Rules for all open lines of Railway—*contd.*

(*b*) on a single line,—

(*i*) inside the Home signal, or

(*ii*) where there is no Home signal, inside the facing points.

Pushing engines.

61. (*1*) No engine shall be allowed, outside station limits, to push any train, except in accordance with special instructions and at a speed not exceeding fifteen miles an hour.

(*2*) Sub-rule (*1*) shall not apply to an engine assisting in rear of a train.

Engine running tender foremost.

62. (*1*) A passenger train or a mixed train shall not be drawn outside station limits by an engine running tender foremost, except—

(*a*) under a written order issued by the authorised officer, or

(*b*) in a case of unavoidable necessity, to be established by the Engine Driver.

(*2*) When any such train is so drawn, the speed shall not exceed fifteen miles an hour, or such higher speed, not exceeding twenty-five miles an hour, as may be authorised by approved special instructions.

Guards and brake-vans.

63. (*1*) Except under special instructions, no engine with vehicles attached shall be despatched from any station without one or more Guards and one or more brake-vans or hand braked vehicles.

(*2*) Every Guard must, except under special circumstances, ride in his own brake-van or braked vehicle.

(*3*) Unless it be otherwise directed by special instructions, one brake-van must be attached to the rear of the train:

Provided that reserved carriages or other vehicles may, under special instructions, be placed in rear of such van.

Means of communication with passengers.

64. No passenger train or mixed train shall be despatched from any station unless it be provided with means by which a Guard can communicate with, or get access to, every passenger carriage in the train.

Explanation.—A goods vehicle in which passengers are carried is not a "passenger carriage" within the meaning of this rule.

Loading.

65. (*1*) No wagon or truck shall be so loaded as to exceed the maximum gross load on the axles fixed under section 53, sub-section (*3*), of the [1]Indian Railways Act, 1890, or such less load (if any) as may have been prescribed by the Railway Administration. IX of 1

[1] Genl. Acts, Vol. IV.

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE INDIAN RAILWAYS ACT, 1890 (IX OF 1890).

General Rules for all open lines of Railway—*contd.*

(2) Except under approved special instructions, no vehicles shall be so loaded as to exceed the maximum moving dimensions prescribed from time to time by the Railway Board

Couplings.

66. No vehicle that is not furnished with screw couplings or with a central buffer coupling of approved pattern shall be attached to a passenger or mixed train.

Dangerous vehicles

67. (1) No vehicle which has been off the line shall be allowed to run between stations until it has been examined and passed by a competent Carriage and Wagon Examiner:

Provided that, in case of a derailment between stations, the Engine Driver may, if he considers it safe to do so, take slowly to the next station, a vehicle that has been off the line.

(2) If a Guard or Station Master has reason to apprehend danger from the condition of any vehicle on a train before it can be inspected by a Carriage and Wagon Examiner, the Engine Driver shall be consulted, and, if he so requires, the vehicle shall be detached from the train.

Travelling cranes.

68. When attaching a travelling crane to a train, the Guard in charge of the train must see that the jib is properly lowered and secured, and that the crane is, if practicable, so placed that the jib will point towards the rear.

Dummy truck.

69. When the jib of a travelling crane projects beyond its truck, or when the load in a truck projects to an unsafe extent beyond the end of the truck, an additional truck shall be attached, to act as a dummy.

Private engines and vehicles.

70. No engine or other vehicle, the property of a private owner, shall be allowed to enter upon the railway, except in accordance with special instructions.

Train-lights.

71. At night, and in thick or foggy weather,—

(1) no train shall be worked outside station limits unless it has—

(a) the head-lights prescribed by the Railway Administration; and

(b) in case of an engine with vehicles attached, at least one red tail-light and two side-lights showing red towards the rear and white towards the engine; and

(c) in the case of a single engine without vehicles attached, at least one red tail-light; and

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE INDIAN RAILWAYS ACT, 1890 (IX OF 1890).

General Rules for all open lines of Railway—*contd.*

(*d*) in the case of two or more engines coupled together without vehicles attached, at least one red tail-light affixed to the rear engine;

Exception.—Where trains may run in the same direction on parallel lines the side-lights may be arranged in accordance with special instructions.

(*2*) no engine shall be employed in shunting within station limits or in a siding unless it has the head-lights and tail-lights prescribed by the Railway Administration; and

(*3*) when a train has been shunted for a following train to pass, the tail-light and side-lights must be dealt with in accordance with instructions given by the Railway Administration.

Tail-board or tail-lamp.

72. In order to indicate by day to the staff that a train is complete, the last vehicle must be distinguished by affixing to the rear of it either a tail-board, a tail lamp, a red flag or such other device as may be authorised by special instructions.

Limits of speed generally.

73. Every train must be run on each section of the line within the limits of speed sanctioned for that section by special instructions.

NOTE.—The sectional speed sanctioned shall be shown in the Working Time-table, a copy of which shall be supplied on issue to the Government Inspector.

Limit of speed through facing points.

74. No train shall be run through facing points at a speed exceeding ten miles an hour, or such lower rate as may be prescribed by special instructions:

Provided that, if the points are interlocked with a fixed signal, or are locked in a manner approved by the Government Inspector, trains may run over them at such speed as may be approved by the Government Inspector.

Protection and working of points.

75. Where there are points in the main line at a place which is not a station, provision for the protection of such points, by signals or otherwise, and for working them, shall be made in order to secure the safe working of trains to the satisfaction of the Government Inspector.

Care of facing points when train runs through station without stopping.

76. When a train is to run, without stopping, through any station that is not interlocked, the Station Master of that station, or some railway servant appointed in this behalf by special instructions, must proceed to the facing points and satisfy himself that all facing points over which the train will pass are properly set and locked.

Working of ballast trains.

77. A ballast train may be worked only with the permission of the Station Master on each side and in accordance with special instructions.

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE INDIAN RAILWAYS ACT, 1890 (IX OF 1890).

General Rules for all open lines of Railway—*contd.*

Warning before moving a ballast train.

78. Before a ballast train is moved, the Engine Driver must give two clear whistles at an interval of half a minute, as a warning to the coolies that the train is about to move.

Protection of ballast train when stabled.

79. When a ballast train with coolies is stabled at a station for the night, it must be protected in the following manner:—

(*1*) the Guard in charge of the train must see that all necessary points connected with the siding on which the train is stabled are correctly set against the train, and must then inform the Station Master, and until the train is ready to start,—

(*a*) if the station is not interlocked—must padlock all necessary points connected with the siding on which the train is stabled and keep the keys in his possession; or

(*b*) if the station is interlocked—must tie a red flag on the lever-handle working the points; and

(*2*) when under clause (*1*) (*b*) a red flag has been affixed, the Station Master must take steps to ensure that the lever is not worked until the said Guard has removed the flag.

Control of shunting.

80. Shunting operations shall be controlled by Semaphore signals, Shunting signals, Siding signals, Miniature signals, Dwarf signals, Disc signals or Hand signals or by verbal directions, as occasion may require.

Moving of vehicles so as to obstruct running road.

81. No vehicle shall be moved so as to foul or obstruct any running road unless the previous sanction of the Station Master has been obtained.

Shunting on steep gradient.

82. When any vehicle is being shunted on a steep gradient, the railway servant in charge of the operation must see that a sufficient number of brakes are put on, that sprags or hand-scotches are used when necessary, and that all necessary precautions are taken to prevent the vehicle getting out of control.

Loose shunting.

83. Loose shunting of, or against, vehicles containing passengers, explosives or live-stock is prohibited.

Double lines.

84. Where there is a double line, every train must, unless special instructions otherwise provide, be run on the left-hand line:

Provided that, if one of the lines should be blocked so as to necessitate single-line working, such special instructions as may be necessary shall immediately be issued for establishing single-line working.

Working in case of accident or failure of electric connections.

85. In case of accident to the line or to any train, or of failure or interruption of electric connections, trains must be worked between stations in accordance with special instructions.

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE INDIAN RAILWAYS ACT, 1890 (IX OF 1890).

General Rules for all open lines of Railway—*contd.*

TRAINS STOPPED BETWEEN STATIONS BY ACCIDENT, FAILURE OR OBSTRUCTION.

Train stopped between stations.

86. When a train is stopped between stations, the Guard in charge of the train must, unless the stoppage will only be one for a few minutes, immediately ascertain the cause; and, if the stoppage is other than incidental or authorised, and if he finds that through accident or for any other reason the train cannot proceed, the following action shall be taken, namely:—

(*1*) the said Guard must immediately either himself go back or send a qualified person back to protect the train;

(*2*) the person so going back to protect the train must plainly show his hand Danger signal to stop any approaching train, and in addition to his hand signals must take detonators (to be used by day as well as by night), and must place them upon the line on which the stoppage has occurred, as follows, namely:—

(*a*) one detonator, three-eighths of a mile from his train, to be placed on the way out; and

(*b*) three detonators, ten yards apart, not less than half a mile from his train, or at such distance as has been fixed by special instructions;

and must also continue to show his hand Danger signal, to stop any approaching train, until he is recalled;

(*3*) when such person is recalled, he must leave down three detonators, and must on his way back pick up the intermediate detonator;

(*4*) the Engine Driver must at once show a Danger signal to the front, and must proceed to protect the train in front in the manner prescribed in clauses (*2*) and (*3*), either by going himself or by sending his Fireman or some other qualified person;

(*5*) if the stoppage has occurred on a double line, the Danger signal hereinbefore referred to must be shown on both lines; but, if it be subsequently found that the unoccupied line is not obstructed, the said Danger signal may be removed.

[1] [(*6*) if the stoppage has occurred on one of two or more parallel tracks, whether of the same or different gauges, the Danger signals hereinbefore referred to must be shown on

[1] Added by Notification No. 205, dated 5th October, 1906, *see* Gazette of India, 1906, Pt. I, p. 728.

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE INDIAN RAILWAYS ACT, 1890 (IX OF 1890).

General Rules for all open lines of Railway—*contd.*

all the lines. If it is found that the unoccupied line or lines are also obstructed, the persons deputed to protect the train under sub-clauses (*1*), (*2*), (*3*), (*4*) and (*5*) of this rule must, while carrying out the duties therein laid down, protect in a similar manner the unoccupied line or lines obstructed; but if it be subsequently found that the unoccupied line or lines are not obstructed, the said Danger signal may be removed from such lines as are not obstructed.]

Sending advice of accident or break-down.

87. If the engine is for any reason unable to proceed, the Guard in charge of the train shall send advice to the nearest station, stating the nature and cause of the accident, and, if assistance has been asked for, he shall not allow the engine or any portion of his train to be moved until such assistance arrives, provided that if the train is subsequently able to move, it may do so at walking pace, but not unless a man has been sent with hand signals and detonators to protect the train, such man keeping at least a quarter of a mile in advance of the train, the other end of the train being protected in a similar manner.

Light engine stopped on line.

88. If any light engine should, while on the line outside station limits be unable to proceed, the Engine Driver must see that the precautions prescribed by rule 86 are taken for the protection of the engine, both in front and rear, employing the Fireman or some other competent person to assist him.

Train parting.

89. (*1*) If any portion of a train should, while in motion, become detached,—

(*a*) the Engine Driver must use his judgment to keep the front portion in motion if possible until the rear portion has been brought to a stand, so as to avoid the chance of a collision between the two portions, and

(*b*) the Guard or Guards in the rear portion must promptly apply their brakes and do all they can to prevent a collision with the front portion.

(*2*) As soon as the rear portion of the train has been brought to a stand, the Guard in charge of the train must protect that portion, in accordance with rule 86, both in front and rear.

Portion of train left on line.

90. (*1*) When a train stopped between stations, has to be divided in consequence of an accident or the inability of the engine to take the whole train forward, the Guard in charge of the train must, before

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE INDIAN RAILWAYS ACT, 1890 (IX OF 1890).

General Rules for all open lines of Railway—*contd.*

uncoupling, put down the brakes, and must, if necessary, otherwise carefully secure the rear portion of the train to ensure its remaining stationary.

(*2*) If the engine is capable of proceeding either with or without vehicles, the said Guard shall give permission to the Engine Driver to uncouple and proceed to the next station, and may, if he thinks fit, give him written instructions to return on the same line.

(*3*) When the said Guard has taken action under sub-rule (*2*), he must immediately take steps to protect the rear portion of his train in accordance with rule 86.

(*4*) At night, or in thick or foggy weather as soon as the engine, whether with or without vehicles, is drawn forward, the said Guard must see that a white light is shown on the front vehicle of the rear portion of the train.

(*5*) When the front portion of the train is taken forward, the Fireman, or, if there are two Guards with the train, the second Guard must, if it is practicable and safe to do so, ride upon the last vehicle of the said front portion of the train until it reaches the next station; but no tail-lamp or tail-board shall be placed on it.

(*6*) When, under the written instructions referred to in sub-rule (*2*), the engine is to be brought back, the Guard in charge of the train must, until the arrival of the engine, continue to take the precautions prescribed in rule 86, for the protection in rear of the portion of the train left on the line, and shall not permit a following train to move any of the vehicles under his charge.

(*7*) The Engine Driver shall not bring his train back on the same line unless he has received written instructions, under sub-rule (*2*), from the Guard in charge of the train to do so.

(*8*) If there is a double line, the Engine Driver may, under instructions from the Station Master, take the train back on the proper line according to the system of working until he can cross on to the line on which he has left the rest of his train, and may then proceed by that line; and, after attaching the engine, must work the train to the station to which he is directed.

(*9*) When moving in the wrong direction on a double line under the written instructions referred to in sub-rule (*2*), the Engine Driver must proceed cautiously, travel at reduced speed, and make frequent use of the engine whistle.

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE INDIAN RAILWAYS ACT, 1890 (IX OF 1890).

General Rules for all open lines of Railway—*contd.*

CHAPTER IV.

SYSTEMS OF WORKING.

Systems of working.

91. *(1)* All trains working between stations must be worked on one or other of the following systems, namely:—

(*a*) Absolute Block;

(*b*) Section Clear;

(*c*) Line Clear and Caution Message;

(*d*) Following Trains;

(*e*) Train-staff and Ticket;

(*f*) Pilot Guard; or

(*g*) One engine only.

(2) The Absolute Block system alone shall be used on every railway except any railway or portion of a railway on which the Railway Board may expressly sanction the use of any other system mentioned in sub-rule *(1)*.

CHAPTER V.

THE ABSOLUTE BLOCK SYSTEM.

Essentials of the Absolute Block system.

92. *(1)* Where trains are worked on the Absolute Block system,—

(*a*) no train shall be allowed to leave a station unless permission to approach has been received from the station ahead, and

(*b*) such permission shall not be given unless the line is clear, not only up to the first Stop signal at the station at which such permission is given, but also for an adequate distance beyond it.

(2) The distance referred to in clause *(1)* *(b)* shall not be less than one quarter of a mile, unless otherwise directed by special instructions.

Class A Stations—Double lines.

Conditions under which permission to approach may be given.

93. The line shall not be considered clear and permission to approach shall not be given, unless—

(*a*) the whole of the last preceding train has arrived,

(*b*) all signals have been put back to "on" behind the said train,

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE INDIAN RAILWAYS ACT, 1890 (IX OF 1890).

General Rules for all open lines of Railway—*contd.*

(*c*) the line on which it is intended to receive the incoming train is clear up to the starting signal, and

(*d*) all points have been correctly set for the admission of the train on the said line.

Obstruction when train is approaching.

94. When permission to approach has been given, no obstruction shall be permitted outside the Home signal, or, on the line on which it is intended to admit the train, up to the Starting signal.

Obstruction outside Home signal, when block-section is clear.

95. If, when the block-section is clear, it becomes necessary to obstruct the line outside the Home signal, the line must be blocked back.

Obstruction outside last Stop signal, when block-section is clear.

96. If, when the block-section is clear, it becomes necessary to obstruct the line outside the last Stop signal,—

(*a*) either a shunting-arm (which may for this purpose be provided on the post of the last Stop signal) must be taken "off" or a written shunting order must be given to the Engine Driver, and

(*b*) the line must be blocked forward.

Obstruction when block-section is occupied by train travel- g away the on.

97. If the block-section is occupied by a train travelling in the section away from the station at which shunting operations have to be performed, such shunting shall be permitted only under either of the conditions prescribed in clause (*a*) of rule 96; and as soon as intimation has been received that the train has arrived at the station ahead, the line must be blocked forward, if it is still obstructed by the shunting.

hick or foggy weather.

98. In thick or foggy weather, a train waiting for an authority to proceed shall not be allowed to draw out to a Starting signal in an advanced position, or up to an Advanced Starting signal.

Class A Stations—Single lines.

Conditions under which permission to approach may be given.

99. The line shall not be considered clear, and permission to approach shall not be given, unless—

(*a*) the whole of the last preceding train has arrived,

(*b*) all signals have been put back to "on" behind the said train,

(*c*) the line on which it is intended to receive the incoming train is clear up to the Starting signal, and

(*d*) all points have been correctly set for the admission of the train on the said line.

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE INDIAN RAILWAYS ACT, 1890 (IX OF 1890).

General Rules for all open lines of Railway—*contd.*

100. When permission to approach has been given, no obstruction shall be permitted outside the Home signals, or, on the line on which it is intended to admit the train, up to the Starting signal which controls the train. Obstruction when train is approaching.

101. The block-section shall not be obstructed for shunting purposes, unless— Shunting.

(*a*) the Station Master has received a permission to approach from the Station Master at the opposite end of the section, or

(*b*) the section has been blocked back, or is occupied by a train travelling away from the station at which the shunting is to be performed, and

(*c*) the Engine Driver or other person in charge of the shunting operations has received distinct orders from the Station Master to shunt in a manner directed by special instructions.

102. In thick or foggy weather, a train waiting for an authority to proceed shall not be allowed to draw out to a Starting signal in an advanced position, or up to an Advanced Starting signal. Thick or foggy weather.

Class B Stations—Double lines.

103. The line shall not be considered clear, and permission to approach shall not be given, unless— Conditions under which permission to approach may be given.

(*a*) the whole of the last preceding train has passed inside the Home signal,

(*b*) the Home and Outer signals have been put back to "on" behind the said train, and

(*c*) the line is clear up to the Home signal.

104. When permission to approach has been given, no obstruction of the line outside the Home signal shall be permitted; but shunting between the Home signal and the last Stop signal of the station may go on continuously, provided the necessary signals are kept "on." Obstruction when train is approaching.

105. If, when the block-section is clear, it becomes necessary to obstruct the line outside the Home signal, the line must be blocked back. Obstruction outside Home signal, when block-section is clear.

106. If, when the block-section is clear, it becomes necessary to obstruct the line outside the last Stop signal,— Obstruction outside last Stop signal, when block-section is clear.

(*a*) either a shunting-arm (which may for this purpose be provided on the post of the last Stop signal) must be taken

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE INDIAN RAILWAYS ACT, 1890 (IX OF 1890).

General Rules for all open lines of Railway—*contd.*

"off," or a written shunting order must be given to the Engine Driver, and

(*b*) the line must be blocked forward.

Obstruction when block-section is occupied by train travelling away from the station.

107. If the block-section is occupied by a train travelling in the section away from the station at which shunting operations have to be performed, such shunting shall be permitted only under either of the conditions prescribed in clause (*a*) of rule 106; and, as soon as intimation has been received that the train has arrived at the station ahead, the line must be blocked forward, if it is still obstructed by the shunting.

Thick or foggy weather.

108. In thick or foggy weather a train waiting for an authority to proceed shall not be allowed to draw out to a Starting signal in an advanced position, or up to an Advanced Starting signal.

Class B Stations—Single lines.

Conditions under which permission to approach may be given.

109. The line shall not be considered clear, and permission to approach shall not be given, unless—

(*a*) the whole of the last preceding train has passed within the Home signal, or in the case of a Main signal, has arrived at the place at which trains usually come to a stand,

(*b*) the Home (or Main) signal has been put "on", and

(*c*) the line is clear—

(*i*) to the Shunting Board or Advanced Starter (if any), at that end of the station nearest the expected train, or

(*ii*) to the Home signal, if there is no Shunting Board or Advanced Starter, or

(*iii*) to the facing points, if there is no Shunting Board or Advanced Starter and no Home signal.

Obstruction in the face of an approaching train.

110. Obstructing the line, outside the facing points, in the direction of an approaching train, whether a Shunting Board or an Advanced Starter is provided or not, shall be permitted only under special instructions which take into consideration the speed, weight and brake-power of trains, the gradients, the position of the Outer signal and the distance from which that signal can be seen by the Driver of an approaching train.

Obstruction within station section.

111. If the special instructions referred to in rule 110 are obeyed, and if the necessary signals are kept "on," shunting may be carried on continuously either—

(*a*) between the Shunting Boards or Advanced Starters (if any), or

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE INDIAN RAILWAYS ACT, 1890 (IX OF 1890).

General Rules for all open lines of Railway—*contd.*

(*b*) between the Home signals, if there are no Shunting Boards or Advanced Starters, or

(c) between the outermost facing points, if there are no Home or Starting signals or Shunting Boards.

112. [illegible] between the station section and the Outer [illegible] unless a railway servant specially appointed [illegible] Master is in charge of the operation, and unless—

Obstruction outside station section.

(*a*) the block section into which the shunting is to take place is clear of an approaching train; or

(*b*) if an approaching train has arrived at the Outer signal, the Station Master has personally satisfied himself that the train has been brought to a dead stand at that signal:

Provided that the line may not be obstructed under clause (*b*) in thick or foggy weather, or in any case unless authorised by special instructions.

113. Obstructing the line outside the Outer signal is prohibited unless the line has been blocked back.

Obstruction outside the Outer signal.

Class C Stations—Double and Single lines.

114. The line shall not be considered clear, and permission to approach shall not be given, unless:—

Conditions under which permission to approach may be given

(*a*) the whole of the last preceding train has passed at least a quarter of a mile beyond the Home signal and is continuing its journey, and

(*b*) the Home and Warning signals have been put back to the "on" position.

CHAPTER VI.

THE SECTION CLEAR SYSTEM.

115. (*1*) Where trains are worked on the Section Clear System,—

Essentials and application of the Section Clear system.

(*a*) no train shall be allowed to leave a station unless permission to approach has been received from the station ahead, and

(*b*) such permission shall not be given unless the line is clear up to the first Stop signal of that station.

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE INDIAN RAILWAYS ACT, 1890 (IX OF 1890).

General Rules for all open lines of Railway—*contd.*

(*2*) The said system is applicable only to Class B stations; and to single lines only, unless otherwise authorised by approved special instructions.

Class B Stations—Single lines.

Conditions under which permission to approach may be given.

116. The line shall not be considered clear, and permission to approach shall not be given, unless—

(*a*) the whole of the last preceding train has either passed inside the facing points or arrived at the place at which trains usually come to a stand.

(*b*) the Outer signal has been put back to "on" behind the said train, and

(*c*) the line is clear up to the Outer signal.

Obstruction between the Outer signals.

117. (*1*) Shunting shall not be carried on between the Outer signals, unless—

(*a*) the said signals are kept "on"; and

(*b*) after permission to approach has been given for a train, the line between the facing points and the Outer signal, in the direction from which the train will approach, is cleared not less than fifteen minutes before the expected arrival of the train, and is kept clear until the train has arrived or until it has been brought to a stand at the Outer signal.

(*2*) Subject to the provisions of clause (*b*) of sub-rule (*1*), obstructing the line between the facing points and the Outer signal, in face of an approaching train after intimation has been received that such train has entered the block-section, is prohibited, unless—

(*i*) the weather is clear;

(*ii*) the time allowed for the run of the train is more than twenty minutes;

(*iii*) the Station Master has personally satisfied himself that the Outer signal is clearly showing "danger" in the direction of the approaching train; and

(*iv*) if the train has arrived at the Outer signal, the Station Master has personally satisfied himself that the train has been brought to a dead stand at that signal.

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE INDIAN RAILWAYS ACT, 1890 (IX OF 1890).

General Rules for all open lines of Railway—*contd.*

118. Obstructing the line outside the Outer signal is prohibited unless the line has been blocked back.

Obstructions outside the Outer signal.

CHAPTER VII.

THE LINE CLEAR AND CAUTION MESSAGE SYSTEM.

119. Where trains are worked on the Line Clear and Caution Message system, no train shall be allowed to leave a station, unless—

Essentials of the Line Clear and Caution Message system.

(*a*) permission to approach has been obtained by telegram from the station ahead, and

(*b*) the Engine Driver has been given a written authority to proceed, certifying that the line on which he has to travel is either—

(*i*) absolutely clear of trains; or

(*ii*) occupied only by trains running in the same direction at time intervals.

120. Such permission to approach shall not be given, unless either—

Conditions under which permission to approach may be given.

(1) the line on which the train is to travel is absolutely clear of trains and all other known obstructions up to the Outer signal, and the whole of the last preceding train has passed inside the facing points or has arrived at the place at which trains usually come to a stand, or

(2) the line, outside the facing points, on which the train is to travel is occupied only by a train running in advance in the same direction, at an adequate interval of time, and a line has been prepared in the station for the reception of the train running in advance.

121. (*1*) In case (*1*) of rule 120, the authority to proceed referred to in rule 119 shall be a Line Clear Certificate stating that the line is clear.

Nature of the authority to proceed.

(*2*) In case (*2*) of rule 120, the said authority to proceed shall be a Caution Certificate stating—

(*a*) that the line is occupied only by a train running in advance in the same direction at a stated interval of time; and

(*b*) the time of the departure of the said train, and the place at which it will next stop.

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE INDIAN RAILWAYS ACT, 1890 (IX OF 1890).

General Rules for all open lines of Railway—*contd.*

Restrictions on grant of authority to proceed.

122. An authority to proceed shall not be granted at any station in case (*2*) of rule 120—

(*a*) if the train which is to follow a train running in advance is to be allowed to run at more than thirty miles an hour, or

(*b*) if the distance to the station ahead is less than five miles, or

(*c*) except in accordance with special instructions, unless the train running in advance has left the station at least fifteen minutes previously, or at such greater interval as may enable the said train at its booked speed to reach the next station at least fifteen minutes before the following train at its booked speed can do so.

Delivery of authority to proceed to Engine Driver or Guard.

123. (*1*) Every authority to proceed shall be delivered by the Station Master, or by some railway servant appointed in this behalf under special instructions,—

(*a*) to the Engine Driver, if the train runs through the station without stopping, or

(*b*) to the Guard in charge of the train, if the train stops at the station.

(*2*) When an authority to proceed is delivered to the Engine Driver under clause (*1*) (*a*) of this rule, a duplicate shall be given to the said Guard.

(*3*) When an authority to proceed is delivered to the said Guard under clause (*1*) (*b*) of this rule, it must be either—

(*i*) handed personally by the Guard to the Engine Driver, or

(*ii*) countersigned by the Guard and then handed to the Engine Driver either by the Station Master or by some railway servant appointed in this behalf by special instructions.

(*4*) An authority to proceed shall not be handed to the Engine Driver under sub-rule (*3*)—

(*i*) until the train is nearly ready to start, or

(*ii*) if the train is waiting to pass another train—until the whole of the latter train has come in and is clear of the running road for the former train.

Responsibilities as to proper preparation of authority to proceed.

124. (*1*) When an authority to proceed is delivered to the Engine Driver under clause (*1*) (*a*) of rule 123, the Station Master must see—

(*a*) that it is properly filled up,

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE INDIAN RAILWAYS ACT, 1890 (IX OF 1890).

General Rules for all open lines of Railway—*contd.*

(*b*) that the date and time of the receipt of the line clear or caution telegram upon which it is based are noted thereon,

(*c*) that, it applies to the particular train to which such telegram refers, and

(*d*) that it is signed in full and in ink.

(*2*) When an authority to proceed is delivered to the Guard in charge of the train under clause (*1*) (*b*) of rule 123, he must, before it is handed to the Engine Driver, satisfy himself on the several points mentioned in sub-rule (*1*) of this rule.

(*3*) Whether the train stops or runs through a station, the Engine Driver must satisfy himself, so far as he may be able to do so, on the several points mentioned in sub-rule (*1*) of this rule, and if he finds that any of them are not complied with, he must not proceed with his train until the mistake or the omission is rectified.

Obstruction in face of approaching train followed by another train.

125. Obstructing the line outside the facing points in face of an approaching train followed by another train for which a permission to approach has been given is prohibited.

Obstruction when approaching train is not followed by another train.

126. At a station where an approaching train is not being followed by another train, shunting shall not be carried on except—

(*a*) in accordance with rule 117; or

(*b*) where the special instructions referred to in rule 110 are obeyed, and the necessary signals are kept "on," then in accordance with rules 112 and 113.

CHAPTER VIII.

THE FOLLOWING TRAINS SYSTEM.

Essentials of the Following Trains system.

127. Where trains are worked on the Following Trains system, they may be despatched from one station to the next, following each other in succession in the same direction, on the same line, at such intervals of time as may be prescribed by special instructions, until it has been mutually arranged by telegraph between the Station Master at either end of the section that such succession is to cease.

Introduction of the Following Trains system.

128. The Following Trains system may, notwithstanding anything contained in rule 91, be introduced in case of emergency when specially ordered by the authorized officer.

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE INDIAN RAILWAYS ACT, 1890 (IX OF 1890).

General Rules for all open lines of Railway—*contd.*

Restrictions on grant of authority to proceed.

122. An authority to proceed shall not be granted at any station in case (*2*) of rule 120—

(*a*) if the train which is to follow a train running in advance is to be allowed to run at more than thirty miles an hour, or

(*b*) if the distance to the station ahead is less than five miles, or

(*c*) except in accordance with special instructions, unless the train running in advance has left the station at least fifteen minutes previously, or at such greater interval as may enable the said train at its booked speed to reach the next station at least fifteen minutes before the following train at its booked speed can do so.

Delivery of authority to proceed to Engine Driver or Guard.

123. (*1*) Every authority to proceed shall be delivered by the Station Master, or by some railway servant appointed in this behalf under special instructions,—

(*a*) to the Engine Driver, if the train runs through the station without stopping, or

(*b*) to the Guard in charge of the train, if the train stops at the station.

(*2*) When an authority to proceed is delivered to the Engine Driver under clause (*1*) (*a*) of this rule, a duplicate shall be given to the said Guard.

(*3*) When an authority to proceed is delivered to the said Guard under clause (*1*) (*b*) of this rule, it must be either—

(*i*) handed personally by the Guard to the Engine Driver, or

(*ii*) countersigned by the Guard and then handed to the Engine Driver either by the Station Master or by some railway servant appointed in this behalf by special instructions.

(*4*) An authority to proceed shall not be handed to the Engine Driver under sub-rule (*3*)—

(*i*) until the train is nearly ready to start, or

(*ii*) if the train is waiting to pass another train—until the whole of the latter train has come in and is clear of the running road for the former train.

Responsibilities as to proper preparation of authority to proceed.

124. (*1*) When an authority to proceed is delivered to the Engine Driver under clause (*1*) (*a*) of rule 123, the Station Master must see—

(*a*) that it is properly filled up,

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE INDIAN RAILWAYS ACT, 1890 (IX OF 1890).

General Rules for all open lines of Railway—*contd.*

(*b*) that the date and time of the receipt of the line clear or caution telegram upon which it is based are noted thereon,

(*c*) that, it applies to the particular train to which such telegram refers, and

(*d*) that it is signed in full and in ink.

(*2*) When an authority to proceed is delivered to the Guard in charge of the train under clause (*1*) (*b*) of rule 123, he must, before it is handed to the Engine Driver, satisfy himself on the several points mentioned in sub-rule (*1*) of this rule.

(*3*) Whether the train stops or runs through a station, the Engine Driver must satisfy himself, so far as he may be able to do so, on the several points mentioned in sub-rule (*1*) of this rule, and if he finds that any of them are not complied with, he must not proceed with his train until the mistake or the omission is rectified.

Obstruction in face of approaching train followed by another train.

125. Obstructing the line outside the facing points in face of an approaching train followed by another train for which a permission to approach has been given is prohibited.

Obstruction when approaching train is not followed by another train.

126. At a station where an approaching train is not being followed by another train, shunting shall not be carried on except—

(*a*) in accordance with rule 117; or

(*b*) where the special instructions referred to in rule 110 are obeyed, and the necessary signals are kept "on," then in accordance with rules 112 and 113.

CHAPTER VIII.

THE FOLLOWING TRAINS SYSTEM.

Essentials of the Following Trains system.

127. Where trains are worked on the Following Trains system, they may be despatched from one station to the next, following each other in succession in the same direction, on the same line, at such intervals of time as may be prescribed by special instructions, until it has been mutually arranged by telegraph between the Station Master at either end of the section that such succession is to cease.

Introduction of the Following Trains system.

128. The Following Trains system may, notwithstanding anything contained in rule 91, be introduced in case of emergency when specially ordered by the authorized officer.

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

The Indian Railways Act, 1890 (IX of 1890).

General Rules for all open lines of Railway—*contd.*

Conditions precedent to working of trains on the Following Trains system.

129. Trains shall not be worked on the Following Trains system unless the Station Master of the station ahead has telegraphed his readiness to receive the trains, and has given his assurance that no train will be allowed to leave his station for the station from which the Following Trains are to be despatched until the latter have all arrived at his station, and until he has received permission to despatch trains in the opposite direction.

Conditions to be observed in working trains

130. When the Following Trains system is adopted, the following conditions must be observed, namely:—

(*a*) no train shall be allowed to start until the Engine Driver has been given a written authority to proceed and a written acknowledgment thereof has been obtained from him, the train being stopped for the purpose, if not booked to stop;

(*b*) the authority to proceed shall state the time of the actual departure of the preceding train, the place at which it is next to stop, and the speed at which it is to run;

(*c*) the Engine Driver and Guard of each preceding train must have been informed of the fact that a train will follow, and of the probable period which will elapse before the following train will be allowed to start;

(*d*) a train shall not be allowed to follow another from a station unless there has elapsed, since the departure of the previous train, an interval of not less than fifteen minutes, or such shorter interval (if any) as may be fixed by special instructions;

(*e*) all the trains shall be timed to run at the same speed, and such speed shall not exceed fifteen miles an hour, except under special instructions;

(*f*) no shunting shall be carried on between the Outer signal and the facing points while following trains are approaching;

(*g*) the actual time of the departure of each train must at once be intimated by telegraph to the station ahead, and the actual time of arrival of each train must at once be intimated to the station in rear; and

(*h*) the number of following trains running at the same time between any two stations shall not be more than one for each three miles of station interval; and, unless permitted by special instructions, shall never exceed four, whatever may be the length of the station interval.

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE INDIAN RAILWAYS ACT, 1890 (IX OF 1890).

General Rules for all open lines of Railway—*contd.*

131. When any order is given under rule 128, and when any special instructions are issued under rule 130, the same must immediately be reported by telegram to the Government Inspector. *Report of orders and special instructions.*

132. Rules 123 to 125 shall apply to working on the Following Trains system. *Application of certain rules.*

133. When it is intended that no more Following Trains shall be despatched in the same direction, the Station Master shall intimate such intention by telegraph to the station ahead, after which no more trains in either direction may be despatched between the two stations until the last train has arrived at the station ahead and the line has been cleared between the two stations. *Cessation of working on the Following Trains system.*

CHAPTER IX

THE TRAIN-STAFF AND TICKET SYSTEM.

134. Where trains are worked between two stations on the Train-staff and Ticket system— *Essentials of the Train-staff and Ticket system.*

(*a*) a single Train-staff must be kept at one of such stations, and

(*b*) no trains shall be permitted to start from either of such stations to the other unless the said Train-staff is at the station from which the train starts and has either been handed to or shown to the Engine Driver by the Station Master when giving such permission.

135. Trains may be worked on the Train-staff and Ticket system only when the line is single, and only between such stations as have been declared by special instructions to be staff-stations. *System where applicable.*

136. Trains shall not be allowed to follow one another in the same direction between staff-stations, unless the Engine Driver has been properly warned of the time of departure of the preceding train and of the place at which it will next stop, and *General conditions.*

(*1*) in the case of a passenger train to follow a goods train, or a goods train to follow a slow passenger train, an interval of fifteen minutes (or, if the distance to the next station in advance exceeds ten miles, such longer interval as is prescribed by special instructions) has elapsed since the departure of the preceding train, and

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE INDIAN RAILWAYS ACT, 1890 (IX OF 1890).

General Rules for all open lines of Railway—*contd.*

(*2*) in any other case, either—

(*i*) it has been ascertained that the preceding train has arrived at the next station in advance, or

(*ii*) an interval of ten minutes has elapsed since the departure of the preceding train.

Engine Driver to have staff or ticket.

137. No train shall be started from a station unless the Engine Driver has in his possession to be carried with him on the journey, either the Train-staff or a Train-staff Ticket, for the section of the line over which the train is about to travel.

Staff or ticket by whom to be delivered to Engine Driver.

138. The Train-staff or Train-staff Ticket shall be delivered to the Engine Driver by the Station Master or by some railway servant appointed in this behalf by special instructions.

Staff or ticket when to be delivered to Engine Driver.

139. (*1*) When no other train is intended to follow before the Train-staff will be required for a train running in the opposite direction, then, subject to the provisions of sub-rule (*3*), the Train-staff shall be delivered to the Engine Driver.

(*2*) When other trains are intended to follow before the Train-staff can be returned, then subject to the provisions of sub-rule (*3*), a Train-staff Ticket, indicating that the Train-staff is following, shall be delivered to the Driver of each train except the last; and the Train-staff shall be delivered to the Driver of the last train.

(*3*) When a train is assisted by a second engine in the rear, a Train-staff Ticket shall be delivered to the Driver of the front engine, and the Train-staff shall be delivered to the Driver of the rear engine:

Provided that, if both the engines attached to the train are to travel over the entire length of line to which the Train-staff applies, and the train is to be followed by other trains, a Train-staff Ticket shall be delivered to the Driver of each of the engines attached to the first-mentioned train.

(*4*) When a train is assisted by a second engine in the front, the Train-staff or a Train-staff Ticket, as the case may be, must be delivered to the Driver of the leading engine.

(*5*) When a ballast train has to stop between stations, the Train-staff shall be delivered to the Engine Driver.

(*6*) The Train-staff or a Train-staff Ticket shall not be delivered to the Driver of any train until the train is ready to start.

(*7*) The Engine Driver shall not accept a Train-staff Ticket unless he sees the Train-staff at the same time in the possession of the person who delivers the Ticket to him.

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE INDIAN RAILWAYS ACT, 1890 (IX OF 1890).

General Rules for all open lines of Railway—*contd.*

140. When the Train-staff is delivered to the Driver of a train, he shall place it in a conspicuous place provided for the purpose on the engine.

Staff to be kept on engine.

141. When the Train-staff has been taken away from a station by the Driver of a train, no other train shall be started from that station to follow the first-mentioned train until the Staff has been returned to the station.

Trains not to be started until staff returned.

142. (*1*) Upon the arrival of a train at the station to which the Train-staff or a Train-staff Ticket extends, the Engine Driver must immediately give the Staff or Ticket to the Station Master, or to some railway servant appointed by special instructions to receive it.

(*2*) The person to whom any such ticket is so delivered must immediately cancel the same.

Staff or ticket to be given up, and ticket to be cancelled, on arrival of train.

143. (*1*) If an engine which carries the Train-staff breaks down between two stations, the Fireman must take the Staff to the staff-station in the direction whence assistance can best be obtained, in order that the Staff may be available at the station for delivery to the Driver of the assisting engine.

Procedure when engine is disabled.

(*2*) If an engine which carries a Train-staff Ticket breaks down between two stations, assistance must ordinarily be obtained only from the station at which the Train-staff has been left. But if assistance can more readily be obtained from another station in the opposite direction, immediate steps must be taken to have the staff transferred to the other end of the section.

(*3*) Whenever an engine has broken down between two stations, the Fireman must accompany the assisting engine to the spot.

144. Train-staff Tickets must be kept in a ticket-box provided for the purpose and fastened by an inside spring, the key to open the box being the Staff to which the tickets apply.

Tickets how kept.

145. The Train-staff, when at a station, shall not be left in the box, but must be kept by the Station Master in safe custody.

Train-staff how kept.

146. (*1*) Each Train-staff must have shown upon it the name of the staff-station at each end of the portion of line to which it applies.

Distinguishing marks on staff tickets and boxes.

(*2*) The Train-staffs and Train-staff Tickets and boxes for the different portions of the line must be distinguished by different colours.

(*3*) "Up" and "down" Train-staff Tickets must also have distinguishing marks.

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE INDIAN RAILWAYS ACT, 1890 (IX OF 1890).

General Rules for all open lines of Railway—*contd.*

Form of ticket.

147. Every Train-staff Ticket shall be in the following forms:—

Ticket No.———— ————Railway.

TRAIN-STAFF TICKET.

DOWN (*or* UP).

Train No.————.

————*h.*————*m. from*————*to*————.

TO ENGINE DRIVER AND GUARD.

You are authorised to proceed from

————

to

————

and the Train-staff will follow.

Train No.————*in front left*————*h.*————*m.*

Signed————

Station Master at

Date————

(*Back of ticket.*)

The Engine Driver shall not accept this ticket unless he sees the Train-staff for the portion of line which he is about to enter.

This ticket is to be given up by the Engine Driver immediately on arrival to the Station Master or other person authorised to receive it, and such person must immediately cancel it.

Record of tickets issued.

148. The Station Master must keep a record in a book of each Train-staff Ticket issued, showing the number of each ticket and the particular train for which it was issued.

CHAPTER X.

THE PILOT GUARD SYSTEM.

Essentials of the Pilot Guard system.

149. Where trains are worked on the Pilot Guard system,—

(*a*) a railway servant (hereinafter called a Pilot Guard) must be specially deputed to pilot trains, and

THE INDIAN RAILWAYS ACT, 1890 (IX OF 1890).

General Rules for all open lines of Railway—*contd.*

(*b*) no train shall be allowed to leave a station except under the personal authority of the Pilot Guard.

System where applicable.

150. Trains may be worked on the Pilot Guard system—

(*a*) on short branch lines having a single line of rails, or

(*b*) on lines to which the application of the system is authorised by special instructions.

General conditions.

151. Trains shall not be allowed to follow one another in the same direction between stations except under the conditions prescribed in rule 136.

Pilot Guard's dress or badge.

152. The Pilot Guard must be distinguished by a red dress or badge.

Pilot Guard to accompany train or give authority to proceed.

153. (*1*) No train shall be started from a station unless the Engine Driver sees that it is accompanied by, or that the authority to proceed is given personally by, the Pilot Guard wearing the dress or badge prescribed by rule 152.

(*2*) The Pilot Guard must accompany every train:

Provided that, when it is necessary to start two or more trains from one end of the line before a train has to be started from the other end, the Pilot Guard shall accompany only the last of such trains, and shall personally give the authority to proceed for the preceding trains.

(*3*) When accompanying a train, the Pilot Guard must ride on the foot-plate of the engine.

Pilot Guard's tickets.

154. (*1*) When the Pilot Guard does not accompany a train, he shall deliver to the Guard in charge (or, if there be no Guard in charge, to the Engine Driver) a Pilot Guard's ticket (on a printed form, where such are provided), properly filled up and signed, as the authority to proceed.

(*2*) Every such ticket shall apply only to the single journey to the station named on it.

(*3*) If the train is in charge of a Guard, he shall, before the train is started, deliver the ticket to the Engine Driver.

(*4*) Immediately on the arrival of the train, the Engine Driver shall deliver the ticket to the Station Master, who shall at once cancel it.

CHAPTER XI.

THE ONE ENGINE ONLY SYSTEM.

Essentials of the One engine only system.

155. Where trains are worked on the One engine only system, only one engine in steam, or two or more engines coupled together, shall be allowed on the line at one and the same time.

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE INDIAN RAILWAYS ACT, 1890 (IX OF 1890).

General Rules for all open lines of Railway—*contd.*

Application of the One engine only system.

156. Trains may be worked on the One engine only system, only on short branch railways having a single line of rails.

Procedure in case of accident.

157. (*1*) If a train becomes disabled and requires assistance, or if an accident occurs which renders it impossible for the engine (or, if two or more engines are coupled together, for either or both of such engines) to proceed, the Guard in charge of the train must instruct the Engine Driver to keep the engine stationary until his return, and must then proceed to the station from which assistance can best be obtained, and must inform the Station Master there of the circumstances.

(*2*) Such Station Master may then allow another engine to enter the line.

(*3*) Such other engine must be accompanied by the Guard in charge of the disabled train, who must explain to the Engine Driver where, and under what circumstances, the disabled train is situated.

(*4*) Such Guard shall be responsible for the safe and proper working of the line until each engine has left it and it is again clear.

(*5*) If there be no Guard in charge of the disabled train, the Fireman, or, if necessary, the Engine Driver, must perform the duties imposed by this rule on the Guard.

CHAPTER XII.

USE OF ELECTRICAL INSTRUMENTS ON DOUBLE LINES.

General Provisions.

Means of working.

158. Trains may be worked by means of—

(*a*) electric block instruments, or

(*b*) electric speaking instruments.

Provisions of instruments.

159. (*1*) Electrict speaking instruments must be provided at every station except class D stations.

(*2*) The electric block instruments (where provided) and electric speaking instruments at any station must be of a type approved by the Government Inspector.

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE INDIAN RAILWAYS ACT, 1890 (IX OF 1890).

General Rules for all open lines of Railway—*contd.*

160. The Engine Driver shall not take his train from a station unless he has been given an authority to proceed by the taking "off" of the last Stop signal of the station.

Authority to proceed.

161. On a double line, whenever, in consequence of the line being under repair or for any other reason, it becomes necessary to advise an Engine Driver to reduce speed or take special precautions, a caution order defining the place or places at which such precautions are necessary shall be handed to him at the stopping station immediately short of the place where special precautions are needed.

Caution order.

Stations at which electric block instruments are provided.

162. Every running train must, in its progress from station to station, be signalled on the electric block instruments.

Signalling of trains.

163. No person shall operate the block instruments until he has passed a satisfactory examination, and unless he holds a certificate of competency granted by a railway servant appointed in this behalf by the Railway Administration.

Certificate of competency.

164. Except under approved special instructions, the following uniform Bell Code shall be used, and a copy thereof shall be hung up in each station above the block instruments:—

Bell Code.

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

The Indian Railways Act, 1890 (IX of 1890).

General Rules for all open lines of Railway—*contd.*

DOUBLE LINE BLOCK INSTRUMENTS.

Code of bell signals.—The following Code of Signals is to be used, and each signal must be given slowly and distinctly.

Reference No.	Indication.	Code.	How signalled.	How acknowledged.
1	CALL ATTENTION	●	One stroke or beat	One stroke.
2	IS LINE CLEAR, OR LINE CLEAR ENQUIRY			
	for (*a*) Mail train „ (*b*) Postal Express „ (*c*) Express passenger or Troop train. „ (*d*) Relief train, or Engine, going to accident. „ (*e*) Inspection Special going through.	●●	Two	Two; and sending Line Clear.
	„ (*f*) Ordinary Passenger train „ (*g*) Mixed train	●●—●	Two *pause* one	Two *pause* one; and sending Line Clear.
	„ (*h*) Through Goods „ (*i*) Ballast train going through „ (*j*) Relief train returning from accident.	●●—●●	Two *pause* two	Two *pause* two; and sending Line Clear.
	„ (*k*) Van Goods, Pick-up, or Working train.	●●—●●●	Two *pause* three	Two *pause* three; and sending Line Clear.
	„ (*l*) Ballast train stopping in Section „ (*m*) Inspection train stopping in Section.	●●—●●●●	Two *pause* four	Two *pause* four; and sending Line Clear.
	„ (*n*) Light Engine or Coupled Light Engines.	●●—●●●●●	Two *pause* five	Two *pause* five; and sending Line Clear.
	„ (*o*) Remount Special train „ (*p*) Cattle Special	●●—●●●●●●	Two *pause* six	Two *pause* six; and sending Line Clear.
	„ (*q*) Express Goods	●●—●●●—●	Two *pause* three *pause* one.	Two *pause* three *pause* one; and sending Line Clear.

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE INDIAN RAILWAYS ACT, 1890 (IX OF 1890).

General Rules for all open lines of Railway—*contd.*

DOUBLE LINE BLOCK INSTRUMENTS.

Code of bell signals.—The following Code of Signals is to be used, and each signal must be given slowly and distinctly—concld.

Reference No.	Indication.	Code.	How signalled.	How acknowledged.
3	(a) TRAIN ENTERING SECTION	●●●	Three	Three, and sending Train on Line.
	(b) Train Entering Section to shunt for following train to pass.	●●●—●	Three *pause* one	Three *pause* one; and sending Train on Line.
	(c) Train Entering Section for Branch	●●●—●●	Three *pause* two	Three *pause* two; and sending Train on Line.
	(d) " " " with engine in rear.	●●●—●●●	Three *pause* three	Three *pause* three, and sending Train on Line.
4	(a) TRAIN OUT OF SECTION (b) Obstruction removed	●●●●	Four	Four.
5	(a) CANCEL LAST SIGNAL (b) Signal given in error	●●●●●	Five	Five.
6	(a) OBSTRUCTION DANGER SIGNAL (general).	●●●●●●	Six	Six.
	(b) Stop and Examine Train	●●●●●●—●	Six *pause* one	Six *pause* one.
	(c) Train passed without Tail-Lamp or Tail-Board.	●●●●●●—●●	Six *pause* two	Six *pause* two.
	(d) Train divided	●●●●●●—●●●	Six *pause* three	Six *pause* three.
	(e) Vehicles running away on *Wrong* Line	●●●●●●—●●●●	Six *pause* four	Six *pause* four
	(f) Vehicles running away on *Right* Line	●●●●●●—●●●●●	Six *pause* five	Six *pause* five.
7	TESTING SIGNAL	●●●●●●●●●●●●●●●●	Sixteen	Sixteen.

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE INDIAN RAILWAYS ACT, 1890 (IX OF 1890).

General Rules for all open lines of Railway—*contd.*

Acknowledgment of signals.

165. (*1*) Each signal received must be acknowledged by the sending of its authorised acknowledgment.

(*2*) No signal shall be acknowledged until it is clearly understood.

(*3*) A signal shall not be considered to be complete until it is acknowledged.

(*4*) Should the station to which a signal is sent not reply, the signal must be repeated at intervals of not less than twenty seconds until the reply is received.

Train Register book.

166. (*1*) A Train Register book shall be kept by the Station Master or under his orders.

(*2*) The person who keeps the said book shall enter therein:—

(*a*) immediately after acknowledgment, all signals (except Testing signals) received or sent on the block instruments and the times of receipt and despatch; and

(*b*) every instance of a train being shunted at a station for another train to pass.

(*3*) The times entered in the book must be the actual times except that any fraction of a minute must be counted as one minute.

(*4*) All entries in the book must be made in ink.

(*5*) No erasure shall be made in the book; but if any entry is found to be incorrect a line must be drawn lightly through it, so that it may be read at any time, and the correct entry must be made above it.

(*6*) The person who keeps the book shall be responsible for all entries made therein, and for correctly filling in each column thereof.

The Attention signal.

167. (*1*) The Attention signal must be given when it is necessary to direct attention to the block instrument.

(*2*) When the Attention signal is sent before the despatch of the Is Line Clear signal, it shall not be given until the Train out of Section signal has been received for the last preceding train.

The Is Line Clear signal when to be sent.

168. In order to ascertain whether the station in advance is in a position to give a permission to approach to the station in rear, and in order to describe the train, the Is Line Clear signal (as in the Bell Code, according to the description of train) must be sent to the station in advance.

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE INDIAN RAILWAYS ACT, 1890 (IX OF 1890).

General Rules for all open lines of Railway—*contd.*

169. (*1*) If on the receipt of an Is Line Clear signal, the conditions under which a permission to approach can be given are complied with, the station in advance must accept the signal by sending the signal prescribed by special instructions to indicate Line Clear on the particular block instruments in use.

Acceptance of the Is Line Clear signal, and sending of a Line Clear signal.

(*2*) Except in case of failure of the block instruments, a train shall not be allowed to leave a station unless the instrument for the section into which it is about to proceed shows Line Clear.

(*3*) When Line Clear is so shown, the semaphore signals applying to the train may be taken "off" to allow the train to proceed.

170. (*1*) If, by reason of the line being blocked by the presence of a train in the section, or for any other reason, the station in advance is unable to accept the Is Line Clear signal, such station must refuse it by sending the Obstruction Danger signal.

Refusal of the Is Line Clear signal and sending of the Obstruction Danger signal

(*2*) If the station in advance does not accept the Is Line Clear signal, the train must be stopped at the station, and shall not be allowed to leave it until a fresh Is Line Clear signal has been given to, and accepted by, the station in advance.

171. (*1*) On the departure of a train from a station, the Train Entering Section signal must be sent to the station, in advance, and must be duly acknowledged.

The Train Entering Section signal.

(*2*) When so acknowledged, the section shall be considered to be blocked against any other train following.

172. (*1*) On the arrival of a train, or on the removal of the cause which blocked the section, the Train out of Section or Obstruction Removed signal must be given by the station in advance.

The Train out of Section or Obstruction Removed signal.

(*2*) Before the Train out of Section signal is given, the Station Master must—

(*a*) satisfy himself that the train has arrived complete, and

(*b*) satisfy himself that the conditions under which permission to approach can be given are complied with.

173. (*1*) The Cancelling signal cancels the last signal given from the station from which it is sent.

The Cancelling signal

(*2*) Where an Is Line Clear signal has been forwarded, and it is afterwards found that the train to which it referred has to be detained for shunting or other purposes at, or has returned to, the station from

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE INDIAN RAILWAYS ACT, 1890 (IX OF 1890).

General Rules for all open lines of Railway—*contd.*

which that signal was sent, the Cancelling signal must be sent to the station in advance, so that the previous signal may be cancelled.

The Testing signal.

174. The Testing signal shall be used only for the purpose of testing the instruments.

Failure of block instruments.

175. (*1*) If the block instruments or their electric connections should fail, permission to approach must be obtained through the electric speaking instruments.

(*2*) When permission to approach has been so obtained, an entry to that effect must be made in the Train Register book, and the train may then be allowed to proceed.

Stations at which electric block instruments are not provided.

Transmission of signals.

176. The signals referred to in rules 164, 165 and 168 to 173 (both inclusive), or such modifications thereof as may be prescribed by special instructions, shall be transmitted, as occasion may require, on the electric speaking instruments.

Forms for messages.

177. (*1*) All messages despatched in connection with the working of trains shall be written on forms specially provided for the purpose by the Railway Administration.

(*2*) Such forms shall be bound up in books and kept at each station by the Station Master or by some railway servant appointed in this behalf by special instructions.

Distinction of messages.

178. (*1*) Every message despatched in connection with the working of a train must distinctly describe the train to which it relates.

(*2*) For every train a separate inquiry and reply must be sent.

Writing and signing of messages.

179. (*1*) All messages despatched in connection with the working of trains shall be written up in ink or with some other indelible substance, and shall be signed by the person authorised to despatch or issue the same.

(*2*) No message shall be written out, either in full or in part, or signed, until necessary.

Completion of messages.

180. No part of any message shall be despatched or acted upon until the whole message has been written out, except in view to the prevention of an accident or in some other case of emergency.

Preservation of messages

181. Messages shall be destroyed at such time after issue as may be prescribed by special instructions:

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE INDIAN RAILWAYS ACT, 1890 (IX OF 1890).

General Rules for all open lines of Railway—*contd.*

Provided that no message shall be destroyed in less than a fortnight after issue.

CHAPTER XIII.

USE OF ELECTRICAL INSTRUMENTS ON SINGLE LINES.

General Provisions.

Application of Chapter.

182. This Chapter applies only to working on any of the following systems, namely:—

(*a*) Absolute Block,

(*b*) Section Clear,

(*c*) Line Clear, and Caution message,

(*d*) Following Trains.

Means of working

183. Trains may be worked by means of—

(*a*) electric token instruments, of such construction that only one of the tokens applying to the same section can be in use at the same time,

(*b*) electric block instruments, or

(*c*) electric speaking instruments.

Provision of instruments.

184. (*1*) Electric speaking instruments must be provided at every station except class D stations.

(*2*) The electric block instruments (where provided) and electric speaking instruments at any station must be of a type approved by the Government Inspector.

STATIONS AT WHICH ELECTRIC BLOCK INSTRUMENTS ARE PROVIDED.

Signalling of trains.

185. Every running train must, in its progress from station to station, be signalled on the electric block instruments.

Certificate of competency.

186. No person shall operate the token instruments or the block instruments until he has passed a satisfactory examination, and unless he holds a certificate of competency granted by a railway servant appointed in this behalf by the Railway Administration.

Bell Code.

187. Except under approved special instructions, the following uniform Bell Code shall be used, and a copy thereof shall be hung up in each station above the instruments:—

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE INDIAN RAILWAYS ACT, 1890 (IX OF 1890).

General Rules for all open lines of Railway—*contd.*

SINGLE LINE TOKEN OR BLOCK INSTRUMENTS.

Code of bell signals.—The following Code of Signals is to be used, and each signal must be given slowly and distinctly.

Reference No.	Indication.	Code.	How signalled.	How acknowledged.
1	CALL ATTENTION	●	One stroke or beat	One stroke.
2	IS LINE CLEAR, OR LINE CLEAR ENQUIRY			
	for (*a*) Mail train			
	" (*b*) Postal Express . . .			
	" (*c*) Express passenger or Troop train.	●●	Two . . .	Two.
	" (*d*) Relief train, or Engine, going to accident.			
	" (*e*) Inspection Special going through.			
	" (*f*) Ordinary Passenger train .	●●—●	Two *pause* one .	Two *pause* one.
	" (*g*) Mixed train			
	" (*h*) Through Goods . . .			
	" (*i*) Ballast train going through .	●●—●●	Two *pause* two .	Two *pause* two.
	" (*j*) Relief train returning from accident.			
	" (*k*) Van Goods, Pick-up, or Working train.	●●—●●●	Two *pause* three .	Two *pause* three.
	" (*l*) Ballast train stopping in Section	●●—●●●●	Two *pause* four .	Two *pause* four.
	" (*m*) Inspection train stopping in Section.			
	" (*n*) Light Engine or Coupled Light Engines.	●●—●●●●●	Two *pause* five .	Two *pause* five.
	" (*o*) Remount Special train . .	●●—●●●●●●	Two *pause* six .	Two *pause* six.
	" (*p*) Cattle Special . . .			
	" (*q*) Express Goods . . .	●●—●●●—●	Two *pause* three *pause* one.	Two *pause* three *pause* one.

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE INDIAN RAILWAYS ACT, 1890 (IX OF 1890).

General Rules for all open lines of Railway—*contd*

SINGLE LINE TOKEN OR BLOCK INSTRUMENTS.

Code of bell signals,—The following Code of Signals is to be used, and each signal must be given slowly and distinctly—concld.

Reference No.	Indication.	Code.	How signalled	How acknowledged.
3	(*a*) TRAIN ENTERING SECTION	●●●	Three	Three beats.
	(*b*) Train Entering Section to shunt for *following* train to pass.	●●●—●	Three *pause* one	Three *pause* one.
	(*c*) Train Entering Section for Branch	●●●—●●	Three *pause* two	Three *pause* two.
	(*d*) " " " with engine *in rear.*	●●●—●●●	Three *pause* three	Three *pause* three.
4	(*a*) TRAIN OUT OF SECTION	●●●●	Four	Four.
	(*b*) Obstruction removed			
5	(*a*) *CANCEL LAST SIGNAL*	●●●●●	Five	Five.
	(*b*) Signal given in error			
6	(*a*) OBSTRUCTION DANGER SIGNAL (general).	●●●●●●	Six	Six
	(*b*) Stop and Examine Train	●●●●●●—●	Six *pause* one	Six *pause* one.
	(*c*) Train passed *without* Tail-Lamp or Tail-Board.	●●●●●●—●●	Six *pause* two	Six *pause* two.
	(*d*) Train divided	●●●●●●—●●●	Six *pause* three	Six *pause* three.
	(*e*) Vehicles running away	●●●●●●—●●●●	Six *pause* four	Six *pause* four.
7	TESTING SIGNAL	●●●●●●●●●●●●●●●●	Sixteen	Sixteen

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE INDIAN RAILWAYS ACT, 1890 (IX OF 1890).

General Rules for all open lines of Railway—*contd.*

Acknowledgment of signals.

188. (*1*) Each signal received must be acknowledged by the sending of its authorised acknowledgment.

(*2*) No signal shall be acknowledged until it is clearly understood.

(*3*) A signal shall not be considered to be complete until it is acknowledged.

(*4*) Should the station to which a signal is sent not reply, the signal must be repeated at intervals of not less than twenty seconds until the reply is received.

Train Register book.

189. (*1*) A Train Register book shall be kept by the Station Master or under his orders.

(*2*) The person who keeps the said book shall enter therein immediately after acknowledgment all signals (except Testing signals) received or sent on the instruments, and the times of receipt and despatch.

(*3*) The times entered in the book must be the actual times, except that any fraction of a minute must be counted as one minute.

(*4*) All entries in the book must be made in ink.

(*5*) No erasure shall be made in the book; but if any entry is found to be incorrect, a line must be drawn lightly through it, so that it may be read at any time, and the correct entry must be made above it.

(*6*) The person who keeps the book shall be responsible for all entries made therein and for correctly filling in each column thereof.

The Attention signal.

190. (*1*) The Attention signal must be given when it is necessary to direct attention to the block instrument.

(*2*) When the Attention signal is sent before the despatch of the Is Line Clear signal, it shall not be given until the Train out of Section signal has been received for the last preceding train.

The Is Line Clear signal when to be sent.

191. In order to ascertain whether the station in advance is in a position to give a permission to approach to the station in rear, and in order to describe the train, the 'Is Line Clear' signal (as in the Bell Code, according to the description of train) must be sent to the station in advance.

Acceptance of the Is Line Clear signal, and sending of a Line Clear signal.

192. (*1*) If, on the receipt of an 'Is Line Clear' signal, the conditions under which a permission to approach can be given are complied with, the station in advance must accept the signal by sending the signal prescribed by special instructions to indicate Line Clear on the particular block instruments in use.

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE INDIAN RAILWAYS ACT, 1890 (IX OF 1890).

General Rules for all open lines of Railway—*contd.*

(*2*) Except in case of failure of the block instruments, a train shall not be allowed to leave a station unless the Line Clear signal has been so sent.

Refusal of the 'Is Line Clear' signal and sending of the Obstruction Danger signal.

193. (*1*) If, by reason of the line being blocked by the presence of a train in the section or by shunting, or for any other reason, the station in advance is unable to accept the 'Is Line Clear' signal, such station must refuse it by sending the Obstruction Danger signal.

(*2*) If the station in advance wishes the train to be detained at the station from which the 'Is Line Clear' signal is sent, in order to cross a train approaching from the opposite direction, the Is Line Clear signal must be refused by sending the Obstruction Danger signal.

(*3*) If the station in advance does not accept the Is Line Clear signal, the train must be stopped at the station, and shall not be allowed to leave until a fresh Is Line Clear signal has been given to, and accepted by, the station in advance.

The Train Entering Section signal.

194. (*1*) On the departure of a train from a station, the Train Entering Section signal must be sent to the station in advance, and must be duly acknowledged.

(*2*) When so acknowledged, the section shall be considered to be blocked against any other train.

The Train out of Section or Obstruction Removed signal.

195. (*1*) When the section is cleared by the arrival of the train or by the removal of the cause of blocking, the Train out of Section or Obstruction Removed signal must be given by the station in advance.

(*2*) Before the Train out of Section signal is given, the Station Master must—

(*a*) satisfy himself that the train has arrived complete; and

(*b*) satisfy himself that the conditions under which permission to approach can be given are complied with.

The Cancelling signal.

196. (*1*) The Cancelling signal cancels the last signal given from the station from which it is sent.

(*2*) Where an 'Is Line Clear' signal has been forwarded and it is afterwards found that the train to which it referred has to be detained for shunting or other purposes at, or has returned to, the station from which that signal was sent, the Cancelling signal must be sent to the station in advance, so that the previous signal may be cancelled.

The Testing signal.

197. The Testing signal shall be used only for the purpose of testing the instruments.

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE INDIAN RAILWAYS ACT, 1890 (IX OF 1890).

General Rules for all open lines of Railway—*contd.*

Engine Driver to have authority to proceed.

198. The Engine Driver shall not take his train from a station unless he has in his possession, as his authority to proceed, either—

(*a*) a token for the section, taken from an electrical instrument or such a token and a Caution order, or

(*b*) a Line Clear ticket or Caution ticket duly signed by the Station Master, or

(*c*) a document prescribed in this behalf by special instructions.

Authority to proceed when to be delivered to Engine Driver.

199. An authority to proceed shall not be delivered to the Engine Driver until the procedure prescribed in the foregoing rules in this Chapter, so far as it is applicable in the particular case, has been followed.

Token extracted from electrical instruments.

200. (*1*) When the authority to proceed is a token taken from electrical instruments, the number of the token must be recorded in the Train Register book.

(*2*) On arrival of the train at the station in advance, the Engine Driver shall deliver up the token in accordance with special instructions, and this token shall then be placed in the instrument at that station.

(*3*) If the train has to return to the station from which it started the token shall, on such return, be replaced in the instrument from which it was extracted.

(*4*) Whenever, in consequence of the line being under repair, or for any other reason, special precautions are necessary, the Station Master or other duly authorised person must make over to the Engine Driver in addition to the token mentioned in rule 198, clause (*a*), a Caution order detailing the reasons for taking such special precautions.

Line Clear ticket.

201. (*1*) When the authority to proceed is a Line Clear ticket, it shall, except under special instructions, be in the following form:—

No ______

A. B. Railway.

AUTHORITY TO PROCEED.

To the Engine Driver of Train.

The Line is clear.

You are authorised to leave.

C. for D.

Date __________ Time ________ Signed __________

S. M.

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE INDIAN RAILWAYS ACT, 1890 (IX OF 1890).

General Rules for all open lines of Railway—*contd*

(*2*) Each such ticket shall bear a serial number, which shall be recorded in the Train Register book, the numbers for the Down direction being clearly distinguished from those for the Up direction.

(*3*) Whenever, in consequence of the line being under repair, or for any other reason, special precautions are necessary, the Engine Driver must have instead of a Line Clear ticket, a Caution ticket detailing the reasons for taking such precautions.

Responsibility of Station Master as to authority to proceed.

202. The Station Master must see that the authority to proceed delivered to an Engine Driver is accurate, and that, when it is in writing, it is complete and is signed in full and in ink.

Authority to proceed when to be delivered to Engine Driver stopping at station.

203. If the train stops at the station, and is waiting to pass another train, the authority to proceed shall not be delivered to the Engine Driver until the whole of the latter train has come in and is clear of the running road for the former train.

Who to deliver authority to proceed to Engine Driver.

204. An authority to proceed shall not be delivered to the Engine Driver except by the Station Master or by some railway servant appointed in this behalf by special instructions.

Delivery of authority to proceed when there are two Engine Drivers.

205. If two engines are coupled together, or if one engine is in front and another in rear of the train, the authority to proceed shall be handed to the Driver of the leading engine.

Examination by Engine Driver of authority to proceed.

206. (*1*) The Engine Driver must see that the authority to proceed is accurate and applies to the section which he is about to enter, and, if the said authority is a ticket, that it is complete and is signed in full and in ink.

(*2*) If the conditions mentioned in sub-rule (*1*) are not complied with, the Engine Driver shall not take his train past or from the station until the mistake or the omission is rectified.

Failure of block-instruments.

207. (*1*) If the block instruments or their electric connections should fail, permission to approach must be obtained through the electric speaking instruments.

(*2*) When permission to approach has been so obtained, an entry to that effect must be made at the top of the Line Clear ticket at the time of issue, and in the Train Register book, and the train may then be allowed to proceed.

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE INDIAN RAILWAYS ACT, 1890 (IX OF 1890).

General Rules for all open lines of Railway—*contd.*

Stations at which block instruments are not provided.

Transmission of signals.

208. The signals referred to in rules 187, 188 and 190 to 196 (both inclusive), or such modifications thereof as may be prescribed by special instructions, shall be transmitted, as occasion may require, on the electric speaking instruments.

Forms for messages and authorities to proceed.

209. (*1*) All messages despatched in connection with the working of trains, and all written authorities to proceed, shall be written on forms specially provided for the purpose by the Railway Administration.

(*2*) Such forms shall be bound up in books and kept at each station by the Station Master or by some railway servant appointed in this behalf by special instructions.

Distinction of messages.

210. (*1*) Every message despatched in connection with the working of a train must distinctly describe the train to which it relates.

(*2*) For every train a separate inquiry and reply must be sent.

Writing and signing of messages and authorities to proceed.

211. (*1*) All messages despatched in connection with the working of trains, and all written authorities to proceed, shall be written up in ink or with some other indelible substance, and shall be signed by the person authorised to despatch or issue the same.

(*2*) No message or authority to proceed shall be written out, either in full or in part, or signed, until necessary.

Completion of messages.

212. No part of any message shall be despatched or acted upon until the whole message has been written out except in view to the prevention of an accident or in some other case of emergency.

Preservation of messages and authorities to proceed.

213. Messages and authorities to proceed shall be destroyed at such time after issue as may be prescribed by special instructions:

Provided that no message or authority to proceed shall be destroyed in less than a fortnight after issue.

Cancellation of permission to approach.

214. When a permission to approach has been cancelled, no train shall be allowed to leave in the opposite direction until a message has been received acknowledging such cancellation and stating that the train for which the permission to approach has been given is and will be detained.

Engine Driver to have authority to proceed.

215. The Engine Driver shall not take his train from a station unless he has in his possession, as his authority to proceed, a Line Clear ticket or Caution ticket duly signed by the Station Master.

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE INDIAN RAILWAYS ACT, 1890 (IX OF 1890).

General Rules for all open lines of Railway—*contd.*

216. An authority to proceed shall not be delivered to the Engine Driver until the procedure prescribed in the foregoing rules in this Chapter, so far as it is applicable, with such modifications (if any) as may be prescribed under rule 208, has been followed.

Authority to proceed when to be delivered to Engine Driver.

217. Except under special instructions, the Line Clear ticket referred to in rule 215 shall be in the form prescribed in sub-rule (*1*) of rule 201; and the provisions of sub-rule (*2*) of rule 201 shall apply to such tickets.

Line Clear ticket.

218. Whenever, in consequence of the line being under repair, or for any other reason, special precautions are necessary, the Engine Driver must have, instead of a Line Clear ticket, a Caution ticket detailing the reasons for taking such precautions.

Caution ticket.

219. The Station Master must see that the authority to proceed delivered to an Engine Driver is accurate, and that, when it is in writing, it is complete and is signed in full and in ink.

Responsibility of Station Master as to authority to proceed.

220. If the train stops at the station, and is waiting to pass another train, the authority to proceed shall not be delivered to the Engine Driver until the whole of the latter train has come in and is clear of the running road for the former train.

Authority to proceed when to be delivered to Engine Driver stopping at station.

221. An authority to proceed shall not be delivered to the Engine Driver except by the Station Master or by some railway servant appointed in this behalf by special instructions.

Who to deliver authority to proceed to Engine Driver.

222. If two engines are coupled together, or if one engine is in front and another in rear of the train, the authority to proceed shall be delivered to the Driver of the leading engine.

Delivery of authority to proceed when there are two Engine Drivers.

223. (*1*) The Engine Driver must see that the authority to proceed is accurate and applies to the section which he is about to enter, and, if the said authority is a ticket, that it is complete and is signed in full and in ink.

Examination by Engine Driver of authority to proceed.

(*2*) If the conditions mentioned in sub-rule (*1*) are not complied with, the Engine Driver shall not take his train past or from the station until the mistake or the omission is rectified.

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE INDIAN RAILWAYS ACT, 1890 (IX OF 1890).

General Rules for all open lines of Railway—*contd.*

CHAPTER XIV.

RAILWAY SERVANTS GENERALLY.

Supply of copies or translations of rules.

224. (*1*) The authorised officer shall supply—

(*a*) to each station, and to each Locomotive Running Shed, a copy in English of the rules for the time being in force on the railway concerned under section 47 of the [1]Indian Railways Act, 1890; and IX

(*b*) to each railway servant on whom any definite responsibility is placed by the said rules, and who understands English a copy of the said rules, or a copy of such portions thereof as relate to his duties.

(*2*) The authorised officer may, at his discretion, supply to any railway servant who does not understand English a translation, in a language which he understands, of the said rules, or of such portions thereof as relate to his duties.

Production of rules.

225. Every railway servant who has been supplied under rule 224 with a copy or translation of rules must produce the same on the demand of any of his superior officers.

Application for new copy of rules.

226. If any such copy or translation supplied to any railway servant should be lost or defaced, he must apply to his immediate superior for a new one.

Acquaintance with rules.

227. Every railway servant, whether supplied or not with a copy or translation of the rules relating to his duties, must make himself acquainted with such rules; and the Railway Administration must see that he does so.

Assistance in carrying out rules, and report of breaches.

228. Every railway servant must assist, whenever necessary, in carrying out the rules for the time being in force under section 47 of the [1]Indian Railways Act, 1890, and must report forthwith to his superior any breach thereof which may come to his notice. IX

Prompt obedience to orders.

229. Every railway servant must promptly obey all lawful orders given by any person placed in authority over him.

Hours of attendance for duty.

230. Every railway servant must be in attendance for duty at such times and for such periods as may be fixed in this behalf by the Railway Administration, and must also attend at any other times at which his services may be required.

Absence from duty.

231. (*1*) No Railway servant shall, without the permission of his superior officer, absent himself from duty, or alter his appointed hours of attendance, or exchange duty with any other railway servant.

[1] Genl. Acts, Vol. IV.

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE INDIAN RAILWAYS ACT, 1890 (IX OF 1890).

General Rules for all open lines of Railway—*contd.*

(2) If any railway servant desires to absent himself from duty on the ground of illness, he must immediately report the matter to his superior officer, and shall not leave his duty until a competent person has been placed in charge thereof.

Obtaining spirituous or fermented liquor at stations.

232. No railway servant directly connected with the working of trains shall, when on duty or in uniform, obtain spirituous or fermented liquor at any refreshment room at a station, except in accordance with special instructions.

Conduct generally.

233. (*1*) The conduct of all railway servants must be prompt, civil and obliging.

(2) Every railway servant must at all times afford every proper facility for the business to be performed, and be careful to give correct information.

Duties for securing safety.

234. (*1*) Every railway servant shall be bound—

(*a*) to see that every exertion is made for ensuring the safety of the public,

(*b*) promptly to report to his immediate superior any occurrence affecting the safe or proper working of the railway which may come to his notice, and

(*c*) to render on demand all possible assistance in case of an accident or obstruction.

(2) Every railway servant who observes—

(*i*) that any signal is defective, or

(*ii*) any obstruction, failure or threatened failure of any part of the way or works, or

(*iii*) anything wrong with a train, or

(*iv*) any unusual circumstance likely to interfere with the safe running of trains or the safety of the public,

must take immediate steps, such as the circumstances of the case may demand, to prevent accident; and, where necessary, must advise the nearest Station Master by the quickest possible means.

Consent required before interfering with signal.

235. No railway servant shall interfere with any signal or its fittings or connections for the purpose of effecting repairs or for any other purpose, except with the previous consent of the Station Master or other railway servant in charge of the working of the signal.

Knowledge and possession of hand signals.

236. Every railway servant employed on or connected with shunting operations of any nature, or the movement of trains, must—

(*a*) have a correct knowledge of hand signals, and

(*b*) have the requisite hand signals with him while on duty.

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

The Indian Railways Act, 1890 (IX of 1890).

General Rules for all open lines of Railway—*contd.*

Daily inspection of station.

250. The Station Master shall daily inspect the station and see that all rooms, offices, platforms, latrines and other appurtenances are kept neat and clean.

Responsibility of Station Master for property.

251. The Station Master of a station shall be responsible for the security and protection of the property of the Railway Administration at the station.

Responsibility of Station Master before giving permission to start train.

252. The Station Master must see before he gives the Guard permission to start a train, that all is right for the train to proceed.

Examination of trains before starting.

253. When a train is examined by a Carriage and Wagon Examiner at a station, the Station Master shall not give permission to start the train until he has received a report from such Examiner to the effect that the train is fit to proceed.

Tail-lamps and tail-boards of passing trains.

254. (*1*) The Station Master must see that every train passing through the station is provided with a tail-board or tail-lamp on the last vehicle.

Note.—If a tail-board or tail-lamp be not available, a red flag or other device may be used in accordance with special instructions.

(*2*) If by day the tail-board or tail-lamp be missing or if by night the tail-lamp be out or be missing, the Station Master must immediately advise the station ahead to stop the train, to see that the defect is remedied, and to reply saying whether the train is complete or not.

Supply of rules, and distribution or exhibition of other documents.

255. The Station Master must see—

(*a*) that every railway servant subordinate to him who should be supplied with a copy or translation of these rules under rule 224 duly receives the same;

(*b*) that the Working Time-table in force together with all corrigenda and with the appendix thereto (if any), working instructions, and other notices having reference to the working of the line, are properly distributed or exhibited as may be required;

(*c*) that both English and Vernacular sheet time-tables and fare-lists are correctly exhibited at all stations where traffic is booked; and

(*d*) that the [1]Indian Railways Act, 1890, and Goods and Coaching Tariffs are available for inspection by the public. IX of 1[890]

[1] Genl. Acts, Vol. IV.

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE INDIAN RAILWAYS ACT, 1890 (IX OF 1890).

General Rules for all open lines of Railway—*contd.*

256. The Station Master shall see that all orders and instructions are duly conveyed to the staff concerned and are properly carried out, and that all books and returns are regularly written up and neatly kept.

Obedience to orders, and keeping of books and returns.

257. The Station Master must see that all railway servants at his station behave respectfully and civilly to the public and passengers of every class.

Behaviour of Railway servants.

258. (*1*) The Station Master must see that each member of the platform staff is acquainted with the times of arrival and departure of all passenger trains, so as to render information to the public when required.

Assistance to passengers.

(*2*) Upon the arrival at a station of a train carrying passengers, the Station Master must see that the station servants pay immediate attention to any indication shown by passengers of their desire to receive assistance.

259. The Station Master shall report, without delay, to his immediate superior, all neglect of duty on the part of any railway servant who is under his orders.

Report of neglect of duty.

260. The Station Master must see that the shunting of trains or vehicles is carried on only at such times and in such manner as will not involve danger.

Shunting.

261. The Station Master must see that vehicles standing at the station are properly secured in accordance with special instructions.

Securing of vehicles at station

262. If any vehicle escapes from a station, the Station Master must take immediate steps to warn the other stations concerned, and, as far as practicable, to prevent accident.

Vehicles escaping from station.

263. The Station Master shall be responsible that each train after finishing its journey, and all vehicles shunted off at the station as "empties" are carefully searched.

Searching of trains and vehicles shunted off at station.

264. (*1*) When a report of any accident or obstruction is received by the Station Master, he must see that all necessary precautions are taken, by the most expeditious means possible, for the protection of traffic.

Accident or obstruction

(*2*) If an accident happens to a train, the Station Master must arrange for all necessary assistance to be sent to the train.

(*3*) The Station Master shall, as soon as practicable, report each accident in accordance with special instructions.

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE INDIAN RAILWAYS ACT, 1890 (IX OF 1890).

General Rules for all open lines of Railway—*contd.*

CHAPTER XVI.

GUARDS.

Time of attendance of Guard at station.

265. Every Guard must be in attendance, at the station from which his train is to start, half an hour before the time appointed for the departure of the train, or at such earlier time as may be ordered by the authorised officer.

Guard to be in charge of train.

266. After an engine has been attached to a train, and during the journey, the Guard or (if there be more than one Guard) the head Guard shall be in charge of the train in all matters affecting the starting, stopping or movement of the train for traffic purposes.

Subordination of Guards in station-limits.

267. When a train is within station-limits, the Guards shall be under the orders of the Station Master.

Guard's equipment.

268. (*1*) Every Guard must have with him, while on duty with his train,—

(*a*) a copy of the rules for the time being in force on the railway concerned under section 47 of the [1]Indian Railways Act, 1890, or such portions of them as have been supplied to him under rule 224,

IX of

(*b*) a copy of the Working Time-table in force on the lines over which the train is to run,

(*c*) a Watch,

(*d*) a hand signal lamp,

(*e*) a whistle,

(*f*) a red flag and a green flag, and

(*g*) such other articles, including a sufficient supply of detonators, as may be prescribed by the Railway Administration in this behalf.

(*2*) If any Guard is not in possession of any article mentioned or referred to in sub-rule (*1*), he must report the fact to the Station Master of his head-quarters station, whose duty it shall be to make good any deficiency.

ermission to ·ting from station.

269. (*1*) The Guard in charge of a train shall not give the signal for starting the train from a station at which it has stopped until he has received permission from the Station Master.

(*2*) The Guard in charge of a train with passenger vehicles attached shall not give the signal for starting until he has satisfied himself that

[1] Genl. Acts, Vol. IV.

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE INDIAN RAILWAYS ACT, 1890 (IX OF 1890).

General Rules for all open lines of Railway—*contd.*

no passenger is getting into or out of the train, that no person is riding outside a carriage, and that, except in accordance with special instructions, no person is travelling in any compartment or vehicle not intended for the carriage of passengers.

Guard to examine notices before starting.

270. Every Guard, before starting with his train, must examine the notices issued for his guidance, and ascertain therefrom whether there is anything requiring his special attention on the parts of the line over which he has to work.

Duties of Guard before starting a train and during the journey.

271. The Guard when taking over charge of a train must satisfy himself, before the train is despatched,—

(*a*) that the train is properly coupled,

(*b*) that the train is provided with the prescribed brake-power,

(*c*) that the doors of all carriages and wagons are properly closed,

(*d*) that the train carries all necessary tail-boards and brakevan lamps, and that such lamps are lighted and kept burning brightly when required,

(*e*) that the appliance, if any, for communication between the Guard and the Engine Driver is in proper working order, and

(*f*) generally, that, as far as he can ascertain, the train is in a state of efficiency for travelling.

Setting watch.

272. Before a train starts from a terminal or engine-changing station, the Guard in charge must set his watch by the station clock, and communicate the time to the Engine Driver.

Passengers.

273. Every Guard shall give his best assistance to passengers entraining and detraining.

Exchange of signals between Guard and Engine Driver.

274. The Guard in charge of a train must exchange signals with the Engine Driver at such times and in such manner as may be prescribed by special instructions.

Guard to [illegible]

275. Every Guard must keep a good look-out while the train is in motion, and must satisfy himself from time to time that the tail-board or tail-lamp is in position, that all brakevan lamps, if required, are burning brightly, that the train is complete in every respect and is proceeding in a safe and proper manner.

276. (*1*) If any Guard sees reason to apprehend danger, or considers it necessary for any reason to stop the train, he must use his best endeavours to attract the attention of the Engine Driver.

(*2*) In the absence of other means of communication with the engine, a Guard desiring to attract the Engine Driver's attention must apply his hand-brake sharply and must as suddenly release it.

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE INDIAN RAILWAYS ACT, 1890 (IX OF 1890).

General Rules for all open lines of Railway—*contd.*

(*3*) When the attention of the Engine Driver has been attracted, the necessary Danger signal must be shown.

(*4*) If the train is fitted with a continuous brake, the Guard may, in case of emergency, apply such brake to stop the train.

Application of Guards' brakes.

277. (*1*) When the Engine Driver sounds three or more short, sharp whistles, or the brake whistle, the Guards must immediately apply their hand-brakes.

(*2*) When a train is travelling down a steep incline, the Guards must, if necessary to steady the train, assist the Engine Driver with their brakes.

Guard to see that train is stopped clear of fouling points.

278. When a train comes to a stand at a station, the Guard must see that whenever possible the last vehicle of his train has cleared the fouling points of all points and crossings.

Detaching engine.

279. Whenever a train has been brought to a stand, and it is necessary for the engine, with or without vehicles, to be detached from the rest of the train, the Guard in charge of the train must before the train is uncoupled, satisfy himself that the van-brakes have been put on securely, and take such other measures as may be prescribed by special instructions.

Loads on open trucks.

280. The Guard in charge of a train must, unless this duty is, by special instructions, imposed on some other railway servant, carefully examine the load of any open truck which may be attached to the train, and, if any such load has shifted or requires adjustment, must have the load made secure or the truck removed from the train.

Coolies on ballast train.

281. Guards in charge of ballast trains must, before giving the signal to start, see that all the coolies are on the train, and must warn them to sit down.

Guard not to leave train till handed over.

282. No Guard in charge of a train shall leave it until it has been properly handed over in accordance with special instructions.

CHAPTER XVII.

ENGINE DRIVERS AND FIREMEN.

Engine Driver and Fireman.

Engine Driver and Fireman when to attend.

283. The Engine Driver and Fireman must be with their engine at such time previous to starting of the train as may be ordered by the authorised officer.

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE INDIAN RAILWAYS ACT, 1890 (IX OF 1890).

General Rules for all open lines of Railway—*contd.*

284. Except when otherwise provided by special instructions, no engine shall be allowed to be in motion on any running road unless both the Engine Driver and the Fireman are upon it. Manning of engine in motion.

285. Except in accordance with special instructions, no person other than the Engine Driver and the Fireman shall ride on the engine or tender. Riding on engine or tender.

286. The Fireman must obey the orders of the Engine Driver in all particulars. Fireman to obey Engine Driver.

287. Every Engine Driver must keep a good look-out while the train is in motion, and every Fireman must also do so when he is not necessarily otherwise engaged. Engine Driver and Fireman to keep a good look-out.

288. The Engine Driver and the Fireman must frequently during the journey look back to see whether the train is following in a safe and proper manner. Engine Driver and Fireman to look back.

289. An Engine Driver or Fireman shall not throw out water, fire or cinders when passing through a station yard or tunnel, or when on a bridge. Throwing out water, fire or cinders

ENGINE DRIVER.

290. Every Engine Driver must have with him, while on duty with his train,— Engine Driver's equipment.

(*a*) a copy of the rules for the time being in force on the railway concerned under section 47 of the [1]Indian Railways Act, 1890, or of such portions of them as have been supplied to him under rule 224;

(*b*) a copy of the Working Time-table in force with all corrigenda and with the appendix thereto (if any) on the lines over which the train is to run; and

(*c*) the equipment and stores prescribed by the Railway Administration in this behalf.

291. The Engine Driver must, before starting, satisfy himself that his engine is in proper working order. Engine Driver to examine engine before starting.

292. The Engine Driver must, before starting, see that the proper Engine Lamps and Discs (if provided) are shown, and must see that the lamps are kept burning brightly at night and in thick or foggy weather. Duties of Engine Driver as regards Engine Lamps and Discs.

[1] Genl. Acts, Vol. IV.

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

The Indian Railways Act, 1890 (IX of 1890).

General Rules for all open lines of Railway—*contd.*

Setting watch.

293. **The Engine Driver must,** before starting, set his watch to the correct time, as given to him by the Guard in charge of the train.

Engine Driver to examine notices before starting.

294. Every Engine Driver must, before starting, examine the notices issued for his guidance, and ascertain therefrom whether there is anything requiring his special attention on the parts of the line over which he has to work.

Duty of Engine Driver unacquainted with line.

295. If an Engine Driver is not acquainted with any portion of the line over which he has to work, he must obtain the services of a qualified railway servant who is acquainted with it, to assist him.

Permission and signals, before entering on or crossing road.

296. No Engine Driver shall take his engine on or across any running road until he has obtained the permission of the Station Master, and has satisfied himself that the correct signals have been shown.

Engine Driver not to start without Guard's signal.

297. The Engine Driver shall not start from a station an engine with vehicles attached until the Guard in charge of the train has given the signal to start.

Moving of train carrying passengers after it has been stopped at station.

298. When a train carrying passengers has been brought to a stand at a station, whether alongside, beyond or short of the platform, the Engine Driver shall not move it, except under orders of the Guard in charge of the train or to avert an accident.

Engine Driver to satisfy himself that correct signals are shown and line is clear.

299. The Engine Driver must, before starting his train, satisfy himself that the correct signals are shown and that the line before him is clear.

Sounding the engine-whistle.

300. Except, under special instructions, the Engine Driver must always sound the engine whistle—

(*a*) before putting an engine in motion;

(*b*) when entering a tunnel; and

(*c*) at such other times as may be prescribed.

Engine Driver to obey certain orders.

301. After an engine has been attached to a train, and during the journey, the Engine Driver must obey—

(*a*) the orders of the Guard in charge of the train in all matters affecting the starting, stopping or movement of the train for traffic purposes; and

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE INDIAN RAILWAYS ACT, 1890 (IX OF 1890).

General Rules for all open lines of Railway—*contd.*

(*b*) all orders given to him by the Station Master or any railway servant acting under special instructions, so far as the safe and proper working of his engine will admit.

302. The Engine Driver must regulate and control the running of his train as accurately as possible, according to the Working Time-table, so as to avoid either excessive speed or loss of time; and he shall not make up between any two stations more time than is allowed in this behalf by special instructions. Regulation of speed.

303. The Engine Driver must start and stop his train carefully and without jerk. Starting and stopping train.

304. (*1*) The Engine Driver must take his train along the proper running road. Proper running road.

(*2*) In the case of an ordinary double line, the "proper running road" is the left hand road in the direction in which the engine is travelling.

305. The Engine Driver must exchange signals with the Guard in charge of the train, at such times and in such manner as may be prescribed by special instructions. Exchange of signals between Engine Driver and Guard.

306. When the Engine Driver requires the assistance of the Guard's brake, he must give three or more short, sharp whistles, or, if a brake-whistle is provided, sound such whistle, and must in either case apply the communication, if any. Assistance from Guard's brake.

307. When a train comes to a stand at a station, the Engine Driver must see that whenever possible his engine is clear of the fouling points of all points and crossings. Engine Driver to see that train is stopped clean of fouling points.

308. In stopping a train, the Engine Driver must determine where to shut off steam by paying particular attention to the gradient, the state of the weather, the condition of the rails and the length and weight of the train. Shutting off steam.

309. When a train not fitted with the continuous brake has been brought to a stand outside station-limits or on a grade, the Engine Driver shall not detach his engine from the train without the permission of the Guard in charge of the train. Permission of Guard to detaching of engine from train.

310. After taking water from a tank or water column, the Engine Driver must see that the hose or water-crane is left clear of the line and, when it is provided with fastenings, properly secured. Hose or water-crane.

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE INDIAN RAILWAYS ACT, 1890 (IX OF 1890).

General Rules for all open lines of Railway—*contd.*

Engine Driver not to leave engine when on duty.

311. No Engine Driver shall leave his engine when on duty, whether at a station or on the running road, except in case of absolute necessity, and after a competent man has been placed in charge of it.

Attention to signals.

Engine Driver to obey signals and to be vigilant and cautious.

312. (*1*) The Engine Driver must pay immediate attention to and obey every signal, whether the cause of the signal being shown is known to him or not.

(*2*) He shall not, however, trust entirely to signals, but must always be vigilant and cautious.

Duties of Engine Drivers as to signals when two or more engines are attached to train.

313. When two or more engines are attached to a train, the Driver of the leading engine shall be responsible for observing signals, and the Driver of the other engine or engines shall watch for and take signals from the Driver of the leading engine.

Duties of Engine Driver when Stop signal is "on" or defective.

314. The Driver of a running train shall not pass a Stop signal that refers to him when it is "on" or defective,—

(*a*) unless he has, at a previous station, received notice in writing specifying that the signal is out of order, and unless he is also signalled past by a man standing at the signal; or

(*b*) unless, after coming to a stand, he either is given written permission to proceed from the Station Master, or is called on by a "Calling-on" signal or is piloted past the defective signal by a railway servant authorised in this behalf who shall travel on the engine.

Explanation.—If an Engine Driver has not received a notice in writing that the Stop signal is defective, he must stop, and shall pay no heed to any other signal (whether hand signal or not) that may be shown until he is allowed to proceed under one of the authorities mentioned above.

Duties of Engine Driver when the All right Proceed with Caution signal is shown.

315. (*1*) When the All right signal is shown to a train, the Engine Driver may proceed at such speed as may be prescribed by special instructions.

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE INDIAN RAILWAYS ACT, 1890 (IX OF 1890).

General Rules for all open lines of Railway—*contd.*

(*2*) When the Proceed with Caution signal is shown to a train, by gangers or other workmen employed on the permanent-way, the speed of the train over the portion of the running road protected by such signal shall not exceed fifteen miles an hour, or such lower rate as may be prescribed in this behalf by special instructions.

(*3*) When the Proceed with Caution signal is shown to a train by any railway servant not referred to in sub-rule (*2*), the Engine Driver must reduce speed.

Duties of Engine Driver when engine explodes detonator.

316. (*1*) When an engine explodes a detonator, the Engine Driver must immediately reduce speed and be guided by the signals that he may receive.

(*2*) If no hand or other signals are at once visible to the Engine Driver, he *must immediately bring his train to a stand, and* may then—

(*a*) if it is day, and he has a clear view of the road—proceed very cautiously at such reduced speed as will enable him to stop short of any danger signal or obstruction; or

(*b*) if it is day, and he has not a clear view of the road, or if it is night, or if the weather is thick or foggy—proceed very cautiously on hand signals given by the Guard in charge of the train (or the Fireman, if there is no Guard), who must walk ahead of the engine for this purpose; and

(*c*) if, within a distance of one mile from the point where the explosion occurred, he meets no further detonators and sees no signals—resume ordinary speed.

Non-showing or imperfect showing of fixed signal.

317. (*1*) If there is no fixed signal at a place where a fixed signal is ordinarily shown, or if a fixed signal is imperfectly shown, the Engine Driver must act as if a Danger signal were shown.

(*2*) The exhibition of a red over green light, or the corresponding positions of the arms by day, or the absence of one or both lights, shows that the signal is out of order, and should be treated as a Danger signal. The Engine Driver must stop at such signal and ascertain, if possible, the cause. He may then proceed cautiously, being guided by the signals in advance, and must immediately on arrival at the station report the circumstances to the Station Master.

Precautions when view of signal is obstructed.

318. If, in consequence of a fog or storm or for any other reason, the view of signals is obstructed, the Engine Driver must take every possible precaution, especially when approaching a station or junction so as to have the train well under control.

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE INDIAN RAILWAYS ACT, 1890 (IX OF 1890).

General Rules for all open lines of Railway—*contd.*

CHAPTER XVIII.

POINTSMEN AND SIGNALMEN.

Points to be kept clean and clear.

319. Every pointsman must keep the points under his charge clean, and clear of stones or other obstacles.

Report when points, etc., are damaged.

320. Whenever points, crossings or guard-rails are damaged, the Pointsman in charge must protect them and immediately arrange to report the circumstances to the Station Master.

Pointsmen and Signalmen not to leave signals.

321. A Pointsman or Signalman shall not, while on duty, leave the points or signals which are under his charge.

CHAPTER XIX.

RAILWAY SERVANTS EMPLOYED ON THE PERMANENT-WAY OR WORKS.

Condition of permanent way and works.

322. Each Inspector of Permanent-way shall be responsible for the condition of the permanent-way and works in his district.

Maintenance of line.

323. Each Inspector of Permanent-way must—

(*a*) see that his length of line is efficiently maintained, and

(*b*) promptly report to the Engineer in charge all accidents to or defects in the way or works which he may consider likely to interfere with the safe running of trains.

Keeping of permanent-way material.

324. Each Inspector of Permanent-way must see to the security of all rails, chairs, sleepers, and other permanent-way material in his district, and that such of the said articles as are not actually in use are kept clear of the line and properly stacked.

Inspection of permanent-way and works.

325. (*1*) Every portion of the permanent-way must be inspected daily on foot by some railway servant appointed in this behalf by special instructions.

(*2*) All bridges and works in charge of the Engineering Department, including signals, signal wires, points and crossings, must regularly be inspected in accordance with special instructions.

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE INDIAN RAILWAYS ACT, 1890 (IX OF 1890).

General Rules for all open lines of Railway—*contd.*

326. Each Inspector and Sub-Inspector of Permanent-way shall be supplied with and be responsible for obtaining—

Supply of documents to Inspector and Sub-Inspector of Permanent-way.

(*a*) a copy of the Working Time-table for the time being in force, with all corrigenda and with the appendix thereto (if any); and

(*b*) a copy of the schedule of Standard Dimensions for the time being in force under the orders of the Railway Board.

327. Each Inspector of Permanent-way must see that in every gang employed in his length of line there is a competent Ganger.

Ganger in each gang.

328. Each Inspector of Permanent-way must see—

Knowledge of signals and equipment of gang.

(*a*) that every Ganger employed under him has a correct knowledge of hand signals and detonating signals; and

(*b*) that every gang employed in his length of line is supplied with a permanent-way gauge, two sets of flag signals, two hand signal lamps and twelve detonators, in addition to such other tools or implements as may be prescribed by special instructions.

329. (*1*) Each Inspector of Permanent-way must at least once in every month inspect the permanent-way gauges, flags, signal lamps, detonators, tools and implements supplied to the gangs under rule 328, clause (*b*), and ascertain whether the said gauges are correct, whether the said flags, signal lamps, detonators, tools and implements are in good order, and whether any of the said articles have been lost.

Inspection of gauges, signals, tools and implements.

(*2*) He shall also see that any defective or missing articles are replaced.

330. Each Ganger must see—

Responsibility of Ganger as to signals and safety of line.

(*a*) that the signals supplied to him under rule 328, clause (*b*), are kept constantly in proper order and ready for use;

(*b*) that the men in his gang each have a correct knowledge of hand signals and detonating signals; and

(*c*) that his length of line is kept safe for the passage of trains.

331. Each Ganger must endeavour to prevent any trespassing by persons or cattle on his length of line or within the fences thereof.

Trespassing.

332. If a fire occur on any railway premises at or near any portion of the railway where gangmen are employed, they must endeavour to extinguish it to prevent it from spreading.

Fire.

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE INDIAN RAILWAYS ACT, 1890 (IX OF 1890).

General Rules for all open lines of Railway—*contd.*

Work involving danger to trains or traffic.

333. A gang shall not commence or carry on any work which will involve danger to trains or to traffic without the previous sanction of the Inspector of Permanent-way, or of some competent railway servant appointed in this behalf by special instructions; and the railway servant who gives such sanction must himself be present to superintend such work, and shall see that the provisions of rules 337, 339 and 340 are observed:

Provided that, in cases of emergency, when it may be necessary for safety to commence any such work before the said railway servant can arrive, the Ganger may commence work at once, and must himself see that the provisions of rule 340 are observed.

Work in thick or foggy weather.

334. In thick or foggy weather, no rail shall be displaced, and no other work which is likely to cause obstruction to the passage of trains shall be performed, except in cases of absolute necessity.

Blasting.

335. No railway servant employed on the way or on any works shall carry on any blasting operations on or near the railway except as permitted by special instructions.

Putting in or removing points or crossings.

336. Except in cases of emergency, no railway servant shall put in or remove any points or crossings otherwise than as permitted by special instructions.

Presence and responsibility of Ganger.

337. When repairing, lifting or lowering the line outside station-limits; or when performing any other operation outside station-limits which will make it necessary for a train to proceed cautiously, the Ganger must himself be present at the spot, and shall be responsible that the caution signals prescribed in rule 340 are shown.

Duties of Ganger when apprehending danger.

338. If a Ganger considers that the line is likely to be rendered unsafe, or that any train is likely to be endangered, in consequence of any defect in the way or works or of abnormal rain or floods or any other occurrence, he must take immediate steps for securing the stability of the line and the safety of trains, by using the prescribed signals for trains to "Proceed with Caution" or to "Stop," as necessity may require; and shall, as soon as possible, report the circumstances to the nearest Station Master, the Inspector of Permanent-way and the Sub-Inspector (if any).

Precautions before commencing operation which would obstruct the line.

339. No person employed on the way or works shall commence any operation, such as changing or turning a rail, which would obstruct the line and necessitate the showing of Danger signals,—

(*a*) until such signals have been shown, and,

THE INDIAN RAILWAYS ACT, 1890 (IX OF 1890).

General Rules for all open lines of Railway—*contd.*

(*b*) if within station-limits, until he has also obtained the permission of the Station Master and all necessary signals have been placed "on."

Showing of signals.

340. (*1*) When "Proceed with Caution" hand signals have to be shown, a man shall be sent, if on a double line, in the direction from which trains approach, and, if on a single line, in each direction, at least a quarter of a mile and as much further as the circumstances of the case may render necessary, to show these signals in such a manner as to be plainly visible to the Driver of an approaching train.

(*2*) Another such signal shall also be shown at the spot where cautious driving is required, and a "Proceed" signal shall be shown to the Engine Driver as soon as the train has cleared the portion of the line over which cautious driving was necessary.

(*3*) When Danger signals have to be shown under this Chapter, they must be shown at an adequate distance (to be prescribed by special instructions) in both directions from the place of obstruction, except where only one road on a double line of railway is affected, in which case the signal need only be shown in the direction from which trains approach on that road.

(*4*) Danger signals must also be shown near and short of the point of danger.

(*5*) Danger signals must be supplemented by detonators in the manner prescribed in rules 36 to 40.

Protection of train.

341. Every railway servant employed on way or works shall, on the requisition of the Guard in charge of a train or the Driver thereof render assistance under rule 86 for the protection of the train.

Lorries and Trollies.

Distinction between trollies and lorries

342. (*1*) For the purposes of the following rules in this Chapter, a vehicle which can be lifted bodily from the line by four men shall be deemed to be a trolly, and any similar but heavier vehicle shall be deemed to be a lorry.

(*2*) A trolly shall not, except in cases of emergency, be used for the carriage of permanent-way or other heavy material; and when a trolly is so loaded, it shall be deemed, for the purposes of these rules, to be a lorry.

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE INDIAN RAILWAYS ACT, 1890 (IX OF 1890).

General Rules for all open lines of Railway—*contd.*

(*d*) Unless otherwise directed by special instructions, all gates at level-crossings must be kept open for the passage of trains and securely closed across the thoroughfare, and shall only be closed to the passage of trains when it is necessary to open them for the passage of road traffic.

Channel for flange of wheels.

353. The Gateman on duty must see that the channel for the flange of the wheels is always clear before the passage of each train.

Report of defects.

354. If any gate, or the fastenings thereof, or any fixed signal pertaining to the gate, should get out of order, the Gateman must, as soon as possible, report the fact to his immediate superior or to the nearest Ganger.

Obstructions.

355. Every Gateman, on noticing any obstruction on the line, must at once remove it, or, if unable to do so, must show Danger signals and do his best to stop approaching trains.

Parting of a train.

356. If a Gateman notices that a train has parted, he shall not show a Danger signal to the Engine Driver, but must endeavour to attract the attention of the Engine Driver and Guard by shouting and gesticulating.

Trespassing.

357. Every Gateman must, as far as possible, prevent any trespassing by persons or cattle.

Transfer of charge of gate.

358. Except in accordance with special instructions, no Gateman shall leave his gate unless another Gateman has arrived to take charge of it.

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE INDIAN RAILWAYS ACT, 1890 (IX OF 1890).

General Rules for all open lines of Railway—*contd.*

CHAPTER XXI.

PENALTIES.

359. (*1*) If any railway servant commits a breach of any of the rules hereinafter mentioned, he shall be liable, on conviction before a Magistrate, to punishment as follows, namely:—

Rules.	*Penalty.*
[illegible] 115 (*1*), 116 to 120 (both inclusive), 121 (*2*), 122 to 126 (both inclusive), 129, 130, 133, 134, 136 to 145 (both inclusive), 148, 149, 151, 153, 154 (*1*), 154 (*3*), 154 (*4*), 155, 157 (*1*), 157 (*3*), 157 (*5*), 160 to 163 (both inclusive), 166, 167 (*2*), 169 (*2*), 170 (*2*), 171 (*1*), 172, 173 (*2*), 175 (*2*), 177 to 180 (both inclusive), 181 (proviso), 185, 186, 189, 190 (*2*), 192 (*2*), 193 (*2*), 193 (*3*), 194 (*1*), 195, 196 (*2*), 198 to 200 (both inclusive), 201 (*3*) to 206 (both inclusive), 207 (*2*), 209 to 212 (both inclusive), 213 (proviso), 214 to 216 (both inclusive), 218 to 223 (both inclusive), 227, 228, 230, [illegible] (both inclusive), [illegible] 327, 328, 329 (*1*), 333 to 337 (both inclusive), 339, 340, 343 to 349 (both inclusive).	Fine which may extend to fifty rupees.
58, 65, 68, 69, 152, 234 (*1*) (c), 241, 249, 268, 285, 289, 290, 325.	Fine which may extend to twenty-five rupees.
39, 319, 320, 330, 338, 341, 351 (*b*), 352 to 356 (both inclusive), 358.	Fine which may extend to ten rupees.
229, 231, 242	Fine which may extend to fifty rupees, and forfeiture of a sum not exceeding one month's pay, which last sum may be deducted by the Railway Administration from the pay of the railway servant.

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE INDIAN RAILWAYS ACT, 1890 (IX OF 1890).

General Rules for all open lines of Railway—*contd.*

Rules.	*Penalty.*
225, 226, 232, 233, 243	Forfeiture of a sum not exceeding one month's pay, which sum may be deducted by the Railway Administration from the pay of the railway servant.

(2) Any railway servant who has committed a breach of any of the rules mentioned in sub-rule (1) of this rule shall be liable to the punishment authorised by that sub-rule in addition to, and not in substitution for, any punishment to which he may be liable upon prosecution under the [1]Indian Railways Act, 1890: IX of 1890.

Provided that no railway servant shall be thereby rendered liable to be punished twice for the same offence.

PART II.

RULES FOR THE GUIDANCE OF THE PUBLIC AND RAILWAY OFFICIALS.

In exercise of the powers conferred by section 47 of the [1]Indian Railways Act, 1890, and by Notification No. 801, dated 24th March, 1905, and in supersession of the rules annexed to the resolutions of the Government of India in the Public Works Department, dated the 21st August, 1880, the 19th April, 1892, and the 12th March, 1895, and of all other rules made in this behalf, the Railway Board hereby make the following general rules for the guidance of the public using lines of railway in British India administered by the Government and for the time being used for the public carriage of passengers, animals or goods, and for the guidance of railway officials employed on such lines. IX of 1890.

CONTENTS.

CHAPTER I.

PRELIMINARY.

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[1] Genl. Acts, Vol. IV.

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE INDIAN RAILWAYS ACT, 1890 (IX OF 1890).

General Rules for all open lines of Railway—*contd.*

CHAPTER II.

CARRIAGE OF PASSENGERS.

CHAPTER III.

I.—CARRIAGE OF OFFENSIVE GOODS.

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE INDIAN RAILWAYS ACT, 1890 (IX OF 1890).

General Rules for all open lines of Railway—*contd.*

RULE.

II.—CARRIAGE OF DANGEROUS GOODS.

CHAPTER IV.

OFFENCES BY PASSENGERS AND OTHER PERSONS AND PENALTIES.

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE INDIAN RAILWAYS ACT, 1890 (IX OF 1890).

General Rules for all open lines of Railway—*contd.*

PART II.—RULES FOR THE GUIDANCE OF THE PUBLIC AND RAILWAY OFFICIALS.

CHAPTER I.

PRELIMINARY.

Definitions.

1. In these rules, unless there be something repugnant in the subject or context,—

(*1*) "authorised officer" means the person who is duly empowered, by general or special order of the Railway Administration, either by name or by virtue of his office, to issue instructions or do any other thing;

(*2*) "goods train" means a train (other than a ballast train) intended solely or mainly for the carriage of animals or goods;

(*3*) "Guard" includes a Brakesman or any other railway servant who may for the time being be performing the duties of a Guard;

(*4*) "passenger train" means a train intended solely or mainly for the carriage of passengers and other coaching traffic, and includes a troop train;

(*5*) "special instructions" mean instructions issued from time to time by the authorised officer in respect to particular cases or special circumstances; and

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE INDIAN RAILWAYS ACT, 1890 (IX OF 1890).

General Rules for all open lines of Railway—*contd.*

(*6*) "Station Master" means the person on duty who is for the time being responsible for the working of the traffic within station-limits, and includes any person who is for the time being in independent charge of the working of any signals and responsible for obtaining and sending the permission to approach and for giving the authority to proceed.

CHAPTER II.

CARRIAGE OF PASSENGERS.

Passengers' tickets.

2. (*1*) Tickets issued to passengers shall be available only from the date and for the period specified by the Railway Administration by which they are issued.

(*2*) If any Guard, or any other railway servant who may be empowered by the authorised officer to take action under this clause, has reason to suppose that any passenger is travelling without a ticket, or not in the proper class of carriage, he must request the passenger to show his ticket, and report to the Station Master any irregularity which he may detect.

Charge entered incorrectly in receipt or ticket.

3. If any charge should be entered incorrectly in a receipt or ticket given to a passenger, the Railway Administration may correct the entry.

Passenger changing to a superior class of carriage.

4. If any passenger desires to change from an inferior to a superior class of carriage on payment of the difference in fare, the Guard in charge of the train, or such other railway servant as may be appointed in this behalf by the authorised officer, must take the necessary steps for effecting such change.

Lady passengers.

5. When ladies are travelling alone, the Guards must pay every attention to their comfort, and, in placing them in the train, must, if so requested, endeavour to select a carriage (according to the class of the ladies' tickets) in which other ladies are travelling.

Prisoners and insane passengers.

6. (*1*) Military prisoners in all cases, civil prisoners if insane, violent or dangerous, and insane persons, shall not be allowed to mix with other passengers, but must, upon reserved accommodation being engaged, be placed with their escort or attendants in a prison-van or in a separate compartment, as the case may be.

(*2*) Other parties of prisoners, when, inclusive of guards, the party exceeds three in number, are also to be carried, in the same manner.

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE INDIAN RAILWAYS ACT, 1890 (IX OF 1890).

General Rules for all open lines of Railway—*contd.*

(*3*) The term "prisoner" covers accused persons and persons under trial or travelling for the purpose of undergoing trial, as well as persons who have already been convicted.

PASSENGERS SUFFERING FROM INFECTIOUS OR CONTAGIOUS DISORDERS.

Diseases deemed to be "infectious or contagious disorders."

7. For the purposes of the Indian Railways Act, 1890, the following shall be deemed to be infectious or contagious disorders, namely:—

Bubonic fever,
Chicken Pox,[1]
Cholera,
Diphtheria,
Leprosy,
Measles,
Mumps,[1]
Scarlet fever,
Small-pox,
Typhus fever,
Typhoid fever, and
Whooping cough.

Conditions on which passengers suffering from infectious or contagious disorders may be carried.

8. No passenger suffering from an infectious or contagious disorder shall be carried in any train unless—

(*a*) he has engaged a reserved compartment for himself and his attendants, and

(*b*) all necessary arrangements have been made in pursuance of section 71 * of the Indian Railways Act, 1890, for the separation of the passenger and his attendants, during the

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[1] Inserted by Notification No. 147, dated the 22nd August, 1912, *see* Gazette of India, 1912, Pt. I, p. 857.

* "71. (*1*) A Railway Administration may refuse to carry, except in accordance with the conditions prescribed under section 47, sub-section (*1*), clause (*d*), a person suffering from any infectious or contagious disorder.

Power to refuse to carry persons suffering from infectious or contagious disorder.

(*2*) A person suffering from such a disorder shall not enter or travel upon a railway without the special permission of the Station Master or other railway servant in charge [illegible]

[illegible] ...ion as is mentioned in sub-section (*2*), must [illegible] ...ering from the disorder from other persons

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE INDIAN RAILWAYS ACT, 1890 (IX OF 1890).

General Rules for all open lines of Railway—*contd.*

whole time that they remain upon the railway, from other persons being or travelling upon the railway, and

(*c*) any other special precautions which the railway servant giving the permission mentioned in the said section may consider necessary have been taken to prevent infection or contagion being communicated to other persons being or travelling upon the railway.

DISINFECTION OF CARRIAGES.

Disinfection of carriages.

9. When any carriage has been entered by a person suffering from an infectious or contagious disorder, the carriage must be disinfected, in accordance with special instructions immediately after it has arrived at its destination; and no passenger shall be allowed to enter it until the disinfection has been completed.

LUGGAGE.

Luggage to be booked.

10. Each passenger's luggage must be booked:

Provided that any Railway Administration may dispense with the booking of any luggage which is taken into a carriage by a passenger in pursuance of rule 12, clause (*1*).

Free allowance of passengers' luggage.

11. A certain quantity of each passenger's luggage, within a limit of weight to be fixed from time to time by the Railway Administration, shall be allowed free of charge, provided the passenger presents his luggage for weighment before the commencement of his journey.

Luggage in carriage with passenger.

12. (*1*) A passenger may take into a carriage only such small articles of personal luggage as are required for his own use on the journey and can be placed in the carriage without inconveniencing other passengers or reducing the available accommodation in the carriage.

(*2*) A Railway Administration shall not be responsible for the loss, destruction or deterioration of any luggage taken into a carriage by, or by the direction of, a passenger.

Luggage insufficiently secured.

13. (*1*) A Railway Administration may refuse to carry, except under special agreement, any passenger's luggage which is improperly packed or locked or otherwise insufficiently secured, unless it is taken into a carriage by the passenger in pursuance of rule 12, clause (*1*).

(*2*) A Railway Administration shall not be responsible, except under special agreement, for any loss, destruction or deterioration of any passenger's luggage caused by its having been improperly packed or locked or otherwise insufficiently secured.

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE INDIAN RAILWAYS ACT, 1890 (IX OF 1890).

General Rules for all open lines of Railway—*contd.*

[1] 14 (*1*) If any railway servant commits a breach of rule 9, he shall be punishable with a fine which may extend to Rs. 50. Penalties.

(2) Any railway servant who has committed a breach of rule 9, shall be liable to the punishment authorised by clause (*1*) in addition to, and not in substitution for, any punishment to which he may be liable upon prosecution under the Indian Railways Act, 1890:

Provided that no railway servant shall be thereby rendered liable to be punished twice for the same offence.

[2]CHAPTER III.

I.—CARRIAGE OF OFFENSIVE GOODS.

15. The following goods shall be deemed to be offensive goods for the purposes of the Indian Railways Act, 1890, namely:— Articles declared to be "offensive goods."

(1) Blood, dried,

(2) Bones,

(3) Carcases of dead animals,

(4) Corpses,

(5) Muncipal or street sweepings or refuse,

(6) Manures of any kind, except chemical manures,

(7) Rags, other than oily rags,

(8) Any decayed animal or vegetable matter.

16. Unless it be otherwise notified by the Railway Administration, consignments of offensive goods will only be accepted for conveyance by rail, subject to the following conditions, namely:— Acceptance of offensive goods for carriage.

(1) that the loading, unloading and handling of the offensive goods is done by the consignors and consignees or their servants;

(2) that freight is prepaid by the consignor.

[1] Added by Resolution No. 1025-R. T., dated the 10th June, 1912, *see* Gazette of India, 1912, Pt. I, p 676.
[2] Substituted by Resolution No. 1025-R. T., dated the 10th June, 1912, *see* Gazette of India, 1912, Pt. I, p. 676.

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

The Indian Railways Act, 1890 (IX of 1890).

General Rules for all open lines of Railway—*contd.*

II.—Carriage of Dangerous Goods.

Articles declared to be "dangerous goods."

17. In addition to explosives, as defined in section 4 of the Indian Explosives Act, 1884, the following goods shall be deemed to be dangerous goods for the purposes of the Indian Railways Act, 1890: IV IX

I.—Inflammable Liquids—

Class A. Liquids the vapours of which have flashing points below 76° Fahr.

Class B. Liquids the vapours of which have flashing points at 76° Fahr., and higher temperatures.

Proviso (1). In ascertaining the flashing point of petroleum for the purposes of this rule, regard shall be had to the proviso to section 2 (*b*) of the Indian Petroleum Act, 1899. VII

Proviso (2). Lubricating oils having a flashing point at or above 200° Fahr. shall not be deemed to be dangerous goods for the purposes of this rule.

II.—Dangerous, Corrosive and Poisonous Chemicals.

III.—Miscellaneous dangerous articles.

Transport of explosives.

18. The transport by rail of explosives, as defined in section 4 of the Indian Explosives Act,[1] 1884, is regulated by rules made by the Government of India under that Act. Nothing in these rules applies to such explosives. IV

Acceptance of dangerous goods for carriage.

19. The dangerous goods specified in Schedule I shall only be accepted for conveyance by rail or be conveyed by rail, subject to rules 20 to 35 below and in accordance with the conditions set forth in Schedule I against each specified class of goods.

Non-acceptance of dangerous goods other than those specified.

20. No dangerous goods, other than those specified in Schedule I hereto annexed, shall be accepted for conveyance by rail.

Dangerous goods not to be loaded with ordinary merchandise or explosives.

21. There is no restriction as to the maximum quantity of dangerous goods which may be despatched by goods train, but such goods shall be loaded in iron-covered vehicles. The carriage of dangerous goods in the same goods vehicle with explosives or ordinary merchandise is prohibited except where otherwise stated in column 4 of Schedule I.

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[1] *See* the rules published with Notification No. 4555—4, dated the 31st May, 1907, in Vol. II.

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE INDIAN RAILWAYS ACT, 1890 (IX OF 1890).

General Rules for all open lines of Railway—*contd.*

22. Notwithstanding anything contained in rule 19, a Railway Administration may notify that it will not convey by rail for the public any particular dangerous goods specified in Schedule I. After the issue of such a notice no such dangerous goods shall be accepted for conveyance or despatch on any railway of the said Railway Administration.

Non-conveyance of notified dangerous goods.

23. Dangerous goods shall be carefully handled and shall not be stored in any of the Railway Administration's enclosed sheds or warehouses.

Handling of dangerous goods.

24. Only one kind of dangerous goods and no other kind of goods shall be put into one case, except that different articles of "Inflammable Liquids—Class A" may be packed together.

Dangerous goods how to be packed.

25. Subject to any exceptions from time to time notified by the Railway Administration, no consignment of dangerous goods shall be accepted for conveyance by rail, unless previous notice of the intention to send such consignment has been given as prescribed in rule 26, and unless the officer in charge of the station from which it is proposed to despatch the consignment has intimated, in writing, that the consignment can be received.

Acceptance of dangerous goods on previous notice being given.

26. The notice required by rule 25 shall be addressed to the officer in charge of the station from which the goods are to be despatched and it shall be sent at least 48 hours before the consignment is sent upon such railway, unless a shorter period is prescribed by the Railway Administration concerned. It shall contain a statement of the following particulars, namely:—

Notice to be addressed to officer in charge of station 48 hours before consignment is sent.

(1) The name and quantity of the dangerous goods in the consignment;

(2) the name and address of the consignor;

(3) the name and address of the consignee;

(4) a declaration that the goods are packed in accordance with the directions contained in Schedule I.

27. No consignment of dangerous goods shall be despatched by rail unless the consignor has executed—

[illegible]

(1) a consignment note on the form set forth in Schedule II of these rules, and

(2) if the goods are booked at owner's risk, a risk note in Form D or in Form G, as set forth in Schedule III of these rules.

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE INDIAN RAILWAYS ACT, 1890 (IX OF 1890).

General Rules for all open lines of Railway—*contd.*

Acceptance of Compressed Gases under a certificate.

28. No consignment of Compressed Gases shall be accepted for conveyance by rail unless the consignor also furnishes a certificate in the form set forth in Schedule IV of these rules.

Delivery and removal of dangerous goods by consignee.

29. If, upon the arrival of any dangerous goods at their destination, the consignee does not take delivery of and remove the same within the time notified by the Railway Administration, they may be kept in the vehicle in which they were carried until delivery is effected, or until they are disposed of under the provisions of section 56 of the Indian Railways Act, 1890, or otherwise.

IX of

Loading, unloading and handling of dangerous goods by consignors and consignees or their servants.

30. Unless it be otherwise notified by the Railway Administration, the loading, unloading and handling of all dangerous goods shall be done by consignors and consignees or their servants.

Handling of dangerous goods to be done by daylight.

31. All handling of dangerous goods shall be done by daylight, provided that dangerous goods carried in passenger, mixed, tranship or road van trains may be handled at any time of the day or night.

Freight on dangerous goods to be prepaid.

32. Unless it be otherwise notified by the Railway Administration, the freight on all consignments of dangerous goods shall be prepaid.

Storage of dangerous goods.

33. It shall be the duty of every officer in charge of a station to cause every package of dangerous goods, which it is proposed to despatch by rail or which has been received at any station for transhipment or delivery to the consignee, to be stored at a safe distance from the station buildings, either in a covered vehicle or completely covered with tarpaulin or such other suitable material, so that it may not be exposed to the sun, and if necessary, to be protected by a police guard.

Certificate on invoice of dangerous goods that consignor has complied with rule.

34. Every railway servant despatching any consignment of dangerous goods by rail shall certify on the invoice that the consignor has complied with rule 27, and, where the consignment consists of Compressed Gases, that the certificate required by rule 28 has been furnished by the consignor.

Affixing of labels on vehicles carrying dangerous goods.

35. A "Dangerous" label, *i.e.*, a white label with a red cross on it, shall be affixed to both sides of every vehicle in which dangerous goods are stored for delivery or transit, and such vehicle shall always be kept locked and sealed.

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE INDIAN RAILWAYS ACT, 1890 (IX OF 1890).

General Rules for all open lines of Railway—*contd.*

36. In times of great public emergency, the quantities prescribed in column 5 of Schedule I may, in the case of Government consignments, be exceeded and vechicles containing dangerous goods, the property of Government, may, at the special request, in writing, of the local military authorities, or of the Director-General of Ordnance in India, or of the Directors under his control, or of the Assistant Director of Stores or of the Senior Ordnance Officer (including a Superintendent of Factories), be attached to mixed or passenger trains, it being left to the Railway Authorities to arrange for the safest method of despatch. All such certificates shall be submitted subsequently to the Agent or Manager of the railway, by the Railway Official concerned, for information.

Attachment of vehicles carrying dangerous goods to mixed or passenger trains.

37. The application of these rules to goods tendered or delivered for carriage by order or on behalf of Government or to any goods which any officer, soldier, sailor or police-officer or person enrolled as a volunteer under the [1]Indian Volunteers Act, 1869, may take with him on a railway in the course of his employment or duty as such, shall be subject to the limitations imposed by section 59, sub-section (5) of the Indian Railways Act, 1890.

Limitations imposed by the Indian Railways Act, 1890.

38. No person shall smoke or take or leave any naked light, unprotected lamp or inflammable article near any vehicles containing dangerous goods, or near any place where such goods are stored or are being loaded, unloaded or handled. Any person committing a breach of this rule shall be punishable with fine which may extend to Rs. 50.

Prohibition of smoking or leaving naked light near vehicles containing dangerous goods.

39. Any person despatching dangerous goods—

Penalty for contravening rules.

(1) in contravention of any of the above rules, or

(2) otherwise than in accordance with the rules set forth in Schedule I, shall be punishable with fine which may extend to Rs. 50.

CHAPTER IV.

OFFENCES BY PASSENGERS AND OTHER PERSONS [2][* * *]

40. The Station Master must use all reasonable means to stop any annoyance that may be caused by any act referred to in section 120

Duties of Station Master in case of

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[1] Genl. Acts, Vol. II.

[2] The words "and penalties" were omitted by Resolution No. 1025-R. T., dated 10th June, 1912, see Gazette of India, 1912, Pt. I, p. 676.

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE INDIAN RAILWAYS ACT, 1890 (IX OF 1890).

General Rules for all open lines of Railway—*contd.*

drunkenness or nuisance.

of the Indian Railways Act, 1890; and, if any person is removed from the railway under that section shall, if necessary, direct steps to be taken for his prosecution thereunder. IX of 1890.

Smoking or having open light or fire on railway premises, or keeping open light or lighted lamp in carriage.

41. Any person who—

(*a*) is found smoking, or having an open light or fire, in a goods shed or a store yard, or

(*b*) persists in keeping an open light or a lighted mineral oil lamp in a carriage after being warned by a railway servant or a police officer to desist, or

(*c*) persists in smoking on any other portion of the railway premises after being warned by a railway servant or a police officer to desist,

shall, if the act is deemed by the authorised officer to be dangerous, immediately be removed from the railway premises.

Exclusion of persons from railway premises.

42. A Railway Administration may exclude from the station platform or any part of the railway premises, any person not being a *bonâ fide* passenger, nor having business on the railway premises.

Investigation by Station Master in case of offence by passenger.

43. If any passenger commits any offence not being an offence referred to in rule 40 or rule 41, the Station Master must immediately investigate the case, and must exercise his discretion as to the proceedings to be taken, after referring (by telegraph, if necessary) to his immediate superior for instructions.

Guards to prevent breaches of rules.

44. Guards must exert themselves to prevent any breach of these rules by passengers or other persons.

Arrest.

45. The power of arrest conferred by sections 131 and 132 of the [1]Indian Railways Act, 1890, must be exercised with the greatest caution. IX of 1890.

[1] *See* the reprint as modified up to 1st June, 1909.

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

The Indian Railways Act, 1890 (IX of 1890).

General Rules for all open lines of Railway—*contd.*

Article	Packing	Conditions of acceptance	Despatch	Carriage
Benzine or Benzole. Benzoline or *Gasoline*. *Kerosine* Oil, dangerous, *i.e.*, having a flashing point below 76° Fahr., subject to the proviso in section 2 (*b*) of the Indian Petroleum Act, 1899. Motor Car Spirit. Motor Spirit. Naphtha, Mineral. Petrol. Petroleum and other hydro-carbon oils, dangerous, *i.e.*, having a flashing point below 76° Fahr., subject to the proviso in section 2 (*b*) of the Indian Petroleum Act, 1899.	(i) In drums or receptacles of not more than forty gallons capacity. (ii) [illegible] Not less than B. W. G. (1) When the capacity does not exceed 2 gallons . . 27 (2) When the capacity exceeds 2 but does not exceed 4 gallons . . 22 (3) When the capacity exceeds 4 but does not exceed 8 gallons . . 20 (4) When the capacity exceeds 8 but does not exceed 20 gallons . . 16 (5) When the capacity exceeds 20 but does not exceed 30 gallons . . 14 (6) When the capacity exceeds 30 but does not exceed 40 gallons[1] . . 12	None of these articles shall be accepted unless sender produces a *license*: provided that a license shall *not be required* for quantities not exceeding three gallons if placed in separate glass, stoneware or metal vessels, each of which contains not more than a pint and is securely stoppered, and *if these* vessels are securely packed *in other receptacles*. In the case of all "Kerosine Oil" and all "Petroleum and other hydro-carbon oils," senders to declare on the consignment note whether the flashing point is below, or at or above, 76° Fahr., and the *railway staff* to enter the same on the *railway receipt* and invoice. Tanks of motor cars and motor cycles, when tendered for carriage, should be examined to see that they are empty, *thoroughly clean* and free *from vapour*. *The chief danger to be* apprehended is from leakage, as the vapour of these goods is heavier than air and is inflammable. The vapour is also explosive when mixed with certain proportions of air in a *confined space*.	*Must be despatched* in through vehicles to destination or to junction at break of gauge. Other commodities which are not explosives and not *dangerous* goods, may be loaded *in the same vehicle* with these liquids, provided that they are well separated from them.	By brake-van of mixed or passenger train in drums or receptacles of not more than four gallons capacity up to a *limit of twelve* gallons in one train. The drums or receptacles must be carried in the rear brake-van which should be well ventilated. They must be *placed* as far as possible from *other packages* in the brake-van.

[1] Inserted by Notification No. 162, dated the 12th June, 1913—Resolution No. 1008-R.T., dated the 5th June, 1913, *see* Gazette of India, 1913, Pt. I, p. 635.

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE INDIAN RAILWAYS ACT, 1890 (IX OF 1890).

General Rules for all open lines of Railway—*contd.*

Description of goods.	The Indian Ordnance and Medical Departments and the Stores Department of the India Office, are exempt from the rules in this column provided that a written declaration of the contents of the package is given by a duly authorized officer, and that it is certified on the consignment note that the goods have been packed in accordance with the departmental regulations relating to the packing of such goods. General packing regulations.	Supplementary packing, transport, loading and unloading regulations. [Every package of dangerous goods shall be marked in conspicuous characters with the name of the article or articles which it contains.]	Conditions under which and amount which may be carried. By goods train. [Normally, no restrictions as to quantity, and iron covered vehicles shall be used.]	By mixed or passenger train. [Normally, dangerous goods may only be sent in wagons by mixed train where no goods trains are running.]
1	2	3	4	5
I.—INFLAMMABLE LIQUIDS—*contd.* CLASS A—*contd.*				
Methyl Alcohol Bisulphide of Carbon Collodion Ether Ethyl Alcohol or Absolute Alcohol.	In the case of boxes containing these liquids the inside packing must be of straw, chaff, or sawdust, mixed with coal, wood ashes, chalk or sand.			
[1] Ethyl Chloride	In iron or steel drums tested and proved free from leakage under hydraulic pressure of 100 lbs. per square inch. Ten per cent air space should be left in filling.	The gross weight of each package must not exceed 2 maunds. The words "highly inflammable" must be distinctly marked on each package by the sender.	....	..
Amyl Alcohol or Fusel Oil	Must be securely packed in strong tins or in bottles corked and sealed which must be enclosed in wooden boxes. If bottles are used they must be packed in straw or saw-dust.			

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

The Indian Railways Act, 1890 (IX of 1890).

General Rules for all open lines of Railway—*contd.*

Benzine or *Benzole* Benzoline or Gasoline Kerosine Oil, dangerous, i.e., having a flashing point below 76° Fahr., subject to the *proviso* in section 2 (*b*) of the Indian Petroleum Act, 1899. Motor Car Spirit Motor Spirit Naphtha, Mineral Petrol Petroleum and other hydro-carbon oils, dangerous, i.e., having a flashing point below 76° Fahr., subject to the proviso in section 2(*b*) of the Indian Petroleum Act, 1899.	(*i*) In drums or receptacles of not more than forty gallons capacity. (*ii*) The drums or *receptacles* containing the goods must be made of gas-tight tinned or *galvanized* sheet iron, steel or lead plate, and fitted with *well made filling* holes and well fitting screw plugs, or with screwcap or other cap with metal air-tight under-cap and they must be packed in *strong* wooden cases, the thickness of the wood to be not *less than* three-eighths of an inch, provided that wood cases *shall not* be necessary where *the drums* or *receptacles* are made of *tinned* or galvanized sheet iron or steel and have the following thickness of metal:— Not less than B. W. G. (1) When the capacity does not exceed 2 gallons . . . 27 (2) When the *capacity* exceeds 2 but does not exceed 4 gallons . . . 22 (3) When the capacity exceeds 4 but does not exceed 8 gallons . . . 20 (4) When the capacity exceeds 8 but does not exceed 20 gallons . . . 16 (5) When the *capacity* exceeds 20 but does not exceed 30 gallons . . . 14 (6) When the capacity exceeds 30 but does not exceed 40 gallons [1]. . . 12	N : Tanks of motor cars and motor cycles, when tendered for carriage, should be examined *to see* that they are empty, thoroughly clean and free from vapour. The chief danger *to be* apprehended is from leakage, as the vapour of these goods is heavier than air and is inflammable. The *vapour* is also explosive when mixed with certain proportions of air in a confined space.	Must be *despatched* in through vehicles to destination or to junction at break of gauge Other commodities which are not explosives and not dangerous goods, may be loaded in the same vehicle *with these liquids*, provided that they are well separated from them	By brake-van of mixed or passenger train in drums *or receptacles* of not more than four gallons capacity up to a limit of twelve gallons in one train. The drums or receptacles must be carried *in the* rear brake-van which should be well ventilated They must be *placed* as far as possible from other packages in the brake-van.

[1] Inserted by Notification No. 162, dated the 12th June, 1913—Resolution No. 1008-R.T., dated the 5th June, 1913, see *Gazette of India*, 1913, Pt. I, p. 635.

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE INDIAN RAILWAYS ACT, 1890 (IX OF 1890).

General Rules for all open lines of Railway—*contd.*

Description of goods.	General packing regulations. [The Indian Ordnance and Medical Departments and the Stores Department of the India Office, are exempt from the rules in this column provided that a written declaration of the contents of the package is given by a duly authorized officer, and that it is certified on the consignment note that the goods have been packed in accordance with the departmental regulations relating to the packing of such goods.]	Supplementary packing, transport, loading and unloading regulations. [Every package of dangerous goods shall be marked in conspicuous characters with the name of the article or articles which it contains.]	Conditions under which and amount which may be carried. By goods train. [Normally, no restrictions as to quantity, and iron covered vehicles shall be used.]	By mixed or passenger train. [Normally, dangerous goods may only be sent in wagons by mixed train where no goods trains are running.]
1	2	3	4	5
I.—INFLAMMABLE LIQUIDS—*contd.*				
CLASS A—*contd.*				
Methyl Alcohol . . . Bisulphide of Carbon . Collodion . . . . Ether . . . . Ethyl Alcohol or Absolute Alcohol.	In the case of boxes containing these liquids the inside packing must be of straw, chaff, or sawdust, mixed with coal, wood ashes, chalk or sand.	The gross weight of each package must not exceed 2 maunds. The words "highly inflammable" must be distinctly marked on each package by the sender.	....	. .
[1] Ethyl Chloride . .	In iron or steel drums tested and proved free from leakage under hydraulic pressure of 100 lbs. per square inch. Ten per cent air space should be left in filling.			
Amyl Alcohol or Fusel Oil .	Must be securely packed in strong tins or in bottles corked and sealed which must be enclosed in wooden boxes. If bottles are used they must be packed in straw or saw-dust.			

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE INDIAN RAILWAYS ACT, 1890 (IX OF 1890).

General Rules for all open lines of Railway—*contd*

Benzine or Benzole . Benzoline or Gasoline . Kerosine Oil, dangerous, *i.e.*, having a flashing point below 76° Fahr., subject to the proviso in section 2 (*b*) *of the* Indian Petroleum Act, 1899. *Motor Car Spirit* . . *Motor Spirit* . . . Naphtha, Mineral . . Petrol . . . . Petroleum and other hydro-carbon *oils*, dangerous, *i.e.*, having a *flashing* point below 76° Fahr., subject to the proviso in section 2 (*b*) of the Indian Petroleum Act, 1899	(i) In drums or receptacles of *not more* than forty gallons *capacity*. (ii) The drums or receptacles containing the goods must be made of gas-tight *tinned* or galvanized sheet iron, steel or lead plate, *and fitted* with well made filling holes *and well fitting screw* plugs, or with screwcap or other *cap with* metal air-tight under-cap and they must be packed in strong wooden cases, the thickness of the wood to be not less than three-eighths of an inch; provided that wood cases shall not be necessary *where* the drums or receptacles are made of tinned *or* galvanized sheet iron or steel and *have the following* thickness of metal — Not less than B W G (1) When the capacity does not exceed 2 gallons . 27 (2) When the capacity exceeds 2 *but does* not exceed 4 gallons . . 22 (3) When the capacity exceeds 4 but does not exceed 8 gallons 20 (4) When the capacity exceeds 8 but does not exceed 20 gallons . 16 (5) When the capacity exceeds 20 but does *not* exceed 30 gallons 14 (6) When the capacity exceeds 30 but does not exceed 40 gallons [1]. . 12	None of these articles *shall* be accepted unless sender *produces a license: provided* that a license shall *not be required* for quantities not exceeding *three* gallons if placed in separate glass, stoneware or metal vessels, each of which contains not more than a pint and is securely stoppered, and if these vessels are securely packed in other *receptacles* In the case of all "Kerosine Oil" and *all* "*Petroleum* and other hydro-carbon *oils*," *senders* to declare on the consign*ment* note whether the flashing point is below, or at or above, 76° Fahr, and the railway staff to enter the same on the railway receipt and invoice. Tanks of motor cars and *motor cycles, when tendered* for carriage, should *be examined to* see that they are empty, thoroughly clean and free from vapour. The chief danger to be apprehended is *from* leakage, as the vapour *of these goods* is heavier than air and is inflammable. The vapour is also explosive when mixed with certain proportions of air in a confined space.	Must be despatched in through vehicles to destination or to junction at break of gauge. Other commodities which are not explosives and not dangerous goods, may be loaded in the same *vehicle* with these liquids, provided *that they* are well separated from *them*	By brake-van of mixed or passenger train in drums or receptacles of not more *than* four gallons capacity up to *a limit of twelve* gallons in one train. The drums or receptacles *must* be carried in the rear brake-van which should be well ventilated They must be placed as far as possible from other packages in the brake-van.

[1] Inserted by Notification No. 162, dated the 12th June, 1913—Resolution No. 1008-R.T., dated the 5th June, 1913, *see* Gazette of India, 1913, Pt. I, p. 635.

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE INDIAN RAILWAYS ACT, 1890 (IX OF 1890).

General Rules for all open lines of Railway—*contd.*

Description of goods.	The Indian Ordnance and Medical Departments and the Stores Department of the India Office, are exempt from the rules in this column, provided that a written declaration of the contents of the package is given by a duly authorized officer, and that it is certified on the consignment note that the goods have been packed in accordance with the departmental regulations relating to the packing of such goods. General packing regulations.	Supplementary packing, transport, loading and unloading regulations. [Every package of dangerous goods shall be marked in conspicuous characters with the name of the article or articles which it contains.]	Conditions under which and amount which may be carried.	
			By goods train. [Normally, no restrictions as to quantity, and iron covered vehicles shall be used.]	By mixed or passenger train. [Normally, dangerous goods may only be sent in wagons by mixed train where no goods trains are running.]
1	2	3	4	5
I.—INFLAMMABLE LIQUIDS—*contd.*				
CLASS A—*contd.*				
Benzine or Benzole . .	(*iii*) The drums or receptacles must be so substantially constructed and secured as not to be liable, except under circumstances of gross negligence or extraordinary accident, to be broken or become defective, leaky or insecure in transit.	Wagons containing these inflammable liquids should not be placed next to the engine, but should be separated therefrom by at least three wagons not loaded with explosives or other traffic of an inflammable nature.		
Benzoline or Gasoline. .				
Kerosine Oil, dangerous, *i.e.*, having a flashing point below 76° Fahr., subject to the proviso in section 2 (*b*) of the Indian Petroleum Act, 1899.				
Motor Car Spirit . .		The words "highly inflammable" must be distinctly marked on each package by the sender.		
Motor Spirit . .				
Naptha, Mineral . .	A certificate must be entered on the consignment note by consignor to the effect that an air space of at least one-tenth of its capacity was left in each drum or receptacle at time of filling.			
Petrol				
Petroleum and other hydro-carbon oils, dangerous, *i.e.*, having a flashing		Drums or receptacles in a damaged condition must not be accepted and the staff must al-		

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE INDIAN RAILWAYS ACT, 1890 (IX OF 1890).

General Rules for all open lines of Railway—*contd.*

point below 76° Fahr., subject to the provis. in section 2 *(b)* of the Indian Petroleum Act, 1899		ways ascertain that the *screw plugs or caps of* empty drums or *receptacles are securely fastened.*		
Cements, *Compositions,* Paints, Polishes, and other *articles partly* composed of Naphtha or other highly inflammable liquids.	Must be packed in approved drums or *receptacles* of the pattern referred to above, or in thoroughly *strong and* sound casks, not exceeding 50 gallons in capacity, containing not less than 5 per cent of air space when filled, and securely closed so as to prevent leakage, or In hermetically sealed tins or *bottles packed* in saw dust in cases, or In securely closed tins, packed in saw dust in cases, *containing* not more than ½ gallon of liquid per package.	*The* conditions specified above as regards the *production of* a license by the sender and the *declaration of the* flashing point on the consignment note and *its* entry on the railway receipt and invoice apply to these articles also	....	....
Rubber Solution composed of Rubber and *Naphtha.*	Must be packed in iron drums, *or iron* cans, strongly made and securely closed so as to *prevent leakage,* or In *hermetically sealed tins* or air-tight collapsible tubes packed in sawdust *in cases,* or In air-tight tins packed in sawdust in a wooden box as an inner package, or air-tight collapsible tubes packed in sawdust in stout card-board boxes or cartons as an inner package, *each such* inner-package to contain not more than 1 *lb.* of *Rubber Solution,* and to be packed in an outer package made of wood, with sides not less than ¾ inch thick, and ends ⅞ inch thick, strongly bound with hoop iron or crescent wire, and containing a total of not more than 10 lbs. of Rubber Solution, or	The words "highly inflammable" must be *distinctly* marked on each package by the sender		

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE INDIAN RAILWAYS ACT, 1890 (IX OF 1890).

General Rules for all open lines of Railway—*contd.*

Description of goods.	The Indian Ordnance and Medical Departments and the Stores Department of the India Office, are exempt from the rules in this column, provided that a written declaration of the contents of the package is given by a duly authorized officer, and that it is certified on the consignment note that the goods have been packed in accordance with the departmental regulations relating to the packing of such goods. General packing regulations.	Supplementary packing, transport, loading and unloading regulations. [Every package of dangerous goods shall be marked in conspicuous characters with the name of the article or articles which it contains.]	Conditions under which and amount which may be carried. By goods train. [Normally, no restrictions as to quantity, and iron covered vehicles shall be used.]	By mixed or passenger train. [Normally, dangerous goods may only be sent in wagons by mixed train where no goods trains are running.]
1	2	3	4	5
I.—INFLAMMABLE LIQUIDS—*contd.* CLASS A—*concld.*				
Rubber Solution composed of Rubber and Naphtha.	In air-tight collapsible tubes, each containing not more than 1 fluid ounce of Rubber Solution, packed in sawdust in stout cardboard boxes or cartons as an inner package, each such inner package to contain not more than 1 lb. of Rubber Solution and to be packed in an outer package made of wood with sides not less than $\frac{5}{8}$ inch thick, and ends $\frac{3}{4}$ inch thick, strongly bound with hoop iron or crescent wire, and containing a total of not more than 30 lbs. of Rubber Solution.	The conditions specified above as regards the production of a license by the sender and the declaration of the flashing point on the consignment note and its entry on the railway receipt and invoice apply to these articles also. The words "highly inflammable" must be distinctly marked on each package by the sender.		
Spirit varnish	Must be packed in casks, cases, cans, iron drums or in hampers. Jars and glass or earthenware bottles only to be	The word "highly inflammable" must be distinctly marked on each package by the sender.		

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE INDIAN RAILWAYS ACT, 1890 (IX OF 1890).

General Rules for all open lines of Railway—*contd.*

	carried when protected by basket-work and none exceeding 7 *gallons in measure* must be accepted for conveyance.			
CLASS B.				
Liquids the vapours of which have flashing points at 76° Fahr., and higher temperatures (subject to the proviso in section 2 (b) of the Indian Petroleum Act of 1899).				
Note.—Lubricating oils having a flashing point at or above 200° Fahr., shall not be deemed to be dangerous goods for the purposes of this rule.				
Cements, Compositions, Paints, Polishes, and other articles partly composed of Naphtha or other inflammable liquids	Must be packed *in casks*, iron drums or iron cans strongly *made* and *securely* closed so as to prevent leakage, or in *hermetically* sealed, tins or bottles packed in sawdust in cases, or insecurely closed tins packed in sawdust in cases containing not more than ½ gallon of liquid per package	The word "inflammable" must be distinctly marked on each package by the sender.	....	....
Kerosine or Paraffin oil, non-dangerous, *i.e.*, having a flashing point at or above 76° Fahr., subject to the proviso in section 2 (b) of the Indian Petroleum Act, 1899.	When not loaded in tank wagons specially constructed for the carriage of dangerous goods, must be securely packed, to prevent leakage, in iron or steel drums, or in strong tins or in *bottles* corked and sealed, and such tins *or bottles should be enclosed* in wooden cases.	In the case of all "Kerosine oils" and all "*Petroleum* and other hydro-carbon oils," send*ers to* declare on the consignment note whether the flashing point is below, or at or above, 76° Fahr., and the railway staff to enter the same on the railway receipt and invoice "Kerosine or Paraffin oil, non-dangerous," and "Petroleum and other hydro-carbon oils, non-dangerous," in quantities exceeding 500 gallons must not be accepted unless sender produces a *special or general* license.	....	....
Petroleum and other hydro-carbon oils, non-dangerous, *i.e.*, having a flashing point at or above 76° Fahr., subject *to the proviso* in section 2 (b) of the *Indian Petroleum Act*, 1899.	When bottles are used, they *must* be packed in straw or saw-dust.			

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE INDIAN RAILWAYS ACT, 1890 (IX OF 1890).

General Rules for all open lines of Railway—*contd.*

Description of goods.	The Indian Ordnance and Medical Departments and the Stores *Department* of the India Office, are exempt from the rules in this column, provided that a written de*claration of* the contents of the package is given by a duly authorized officer, and that it is certified on the consignment note that the goods *have been* packed in accordance with the departmental regulations relating to the packing of such goods. General packing regulations.	*Supplementary* packing, transport, loading and unloading regulations. [Every package of dangerous goods shall be marked in conspicuous characters with the name of the article or articles which it contains.]	Conditions under which and amount which may be carried. By *goods* train. [Normally, no restrictions as to quantity, and iron covered vehicles shall be used.]	By mixed or passenger train. [Normally, dangerous goods may only be sent in wagons by mixed train where no goods trains are running.]
1	2	3	4	5
I.—INFLAMMABLE LIQUIDS—*contd.* CLASS B—*contd.*		The word "inflammable" must be distinctly marked on each package by the sender. If without outer wooden cases, a layer of *durma* matting or other suitable dunnage must be placed on the floor of the wagon and between each tier of tins, and where the goods are transhipped from one wagon, to another, the matting or other dunnage originally used at the place of loading, must also be transhipped and properly laid down.		

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE INDIAN RAILWAYS ACT, 1890 (IX OF 1890).

General Rules for all open lines of Railway—*contd.*

Wood Naphtha or Wood Spirit.	Must be packed in stoneware jars or glass stoppered bottles or in vessels of tin or copper provided with screw stoppers or corked with caps, covering their mouths, soldered on	The gross weight of each package must not exceed 2 maunds. The word "inflammable" must be *distinctly* marked on each package *by the sender.*	...	....
Oil of Turpentine Spirits of Turpentine Terebine *Oil* Terebinth Turpentine *Substitutes* Varnish	Must be packed either in iron or steel drums or tins properly *soldered or in* corked or capsuled bottles, the *bottles or tins being* securely packed in wooden cases.			
Spirit, Methylated Spirit of Wine	*Must be* packed either in corked and capsuled bottles or in corked and capped drums securely packed or in strongly *made* casks, securely closed so as to prevent all possibility of leakage.			
Rubber Solution composed of Rubber and Naphtha.	*Must be packed in* casks, iron drums, or iron cans, strongly made and securely closed so as to prevent leakage, or in hermetically sealed tins or air-tight collapsible tubes packed in saw-dust in cases, or in air-tight tins packed in saw-dust in a wooden box as an inner package, or air-tight collapsible tubes, packed in saw-dust, in stout cardboard boxes or cartons as an inner package, each such inner package to contain not more than 1 lb. of Rubber Solution, and to be packed in an outer package made of wood, with sides not less than ⅛ inch thick, and ends ¾ inch thick, strongly bound with hoop iron or crescent wire, and containing a total of not more than 10 lbs. of Rubber Solution, or	Senders to declare on the consignment note whether the flashing point is below, or at or above, 76° Fahr., and the railway staff to enter the same on the railway receipt and invoice. The word "inflammable" must be distinctly *marked* on each package by the sender.	....	....

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE INDIAN RAILWAYS ACT 1890 (IX OF 1890).

General Rules for all open lines of Railway—*contd.*

Description of goods.	The Indian Ordnance and Medical Departments and the Stores Department of the India Office, are exempt from the rules in this column, provided that a written declaration of the contents of the package is given by a duly authorized officer, and that it is certified on the consignment note that the goods have been packed in accordance with the departmental regulations relating to the packing of such goods. General packing regulations.	Supplementary packing, transport, loading and unloading regulations. [Every package of dangerous goods shall be marked in conspicuous characters with the name of the article or articles which it contains.]	Conditions under which and amount which may be carried. By goods train. [Normally, no restrictions as to quantity, and iron covered vehicles shall be used.]	By mixed or passenger train. [Normally, dangerous goods may only be sent in wagons by mixed train where no goods trains are running.]
1	2	3	4	5
I.—INFLAMMABLE LIQUIDS—*concld.* CLASS B—*concld.*				
Rubber Solution composed of Rubber and Naphtha.	In air-tight collapsible tubes, each containing not more than 1 fluid ounce of Rubber Solution, packed in sawdust, in stout cardboard boxes or cartons as an inner package, each such inner package to contain not more than 1 lb. of Rubber Solution, and to be packed in an outer package made of wood with sides not less than ⅝ inch thick, and ends ¾ inch thick, strongly bound with hoop iron or crescent wire, and containing a total of not more than 30 lbs. of Rubber Solution.			
II.—DANGEROUS, CORROSIVE AND POISONOUS CHEMICALS.				
Acid, Fluoric or Hydrofluoric.	Must be put into leaden or guttapercha bottles, stand-			

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE INDIAN RAILWAYS ACT, 1890 (IX OF 1890).

General Rules for all open lines of Railway—*contd.*

...ing upright in cases with sloping *covers*; the inside packing of the cases must be *of straw*, chaff or saw-dust mixed with coal, wood-ashes, chalk, sand, or dry earth. Must be well secured in stoneware jars, or glass-stoppered bottles, standing upright in cases with sloping covers; the inside packing of these cases must be of ashes, free *from cinders, or of chalk*, sand or dry earth. In the case of *Hydrochloric Acid* the inside packing of the cases *containing this acid* may be of straw, chaff or *saw-dust.*	The gross weight of each package must not exceed *2 maunds.*	....	By brake-van of mixed or passenger train, one case only. It must be placed as far as *possible* from other packages in the brake-van
In casks or iron drums or carboys	....	....	Ditto.
Must be well secured in stoneware jars, *or glass-stoppered* bottles, standing upright in cases with *sloping covers*; the inside *packing* of these cases must be of straw, chaff, or saw-dust, mixed with coal, wood ashes, chalk or sand.	The gross weight of each package must not exceed 2 maunds. Bottles containing "Bromine," "Hydrochloric Acid," "Nitric Acid," or "Ammonia in Solution" must be only three-fourths full to allow for expansion of vapour.	....	Ditto.
[illegible]	....	....	*Ditto.*

[illegible] No [illegible], dated the 5th June, 1913, *see Gazette of India*, 1913,

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE INDIAN RAILWAYS ACT, 1890 (IX OF 1890).

General Rules for all open lines of Railway—*contd.*

Description of goods.	The Indian Ordnance and Medical Departments and the Stores Department of the India Office, are exempt from the rules in this column, provided that a written declaration of the contents of the package is given by a duly authorized officer, and that it is certified on the consignment note that the goods have been packed in accordance with the departmental regulations relating to the packing of such goods. General packing regulations.	Supplementary packing, transport, loading and unloading regulations. [Every package of dangerous goods shall be marked in conspicuous characters with the name of the article or articles which it contains.]	Conditions under which and amount which may be carried. By goods train. [*Normally*, no restrictions as to quantity, and iron covered vehicles shall be used.]	Conditions under which and amount which may be carried. By mixed or passenger train. [*Normally*, *dangerous* goods may only be sent in wagons by mixed train where no goods trains are running.]
1	2	3	4	5
II.—DANGEROUS, CORROSIVE AND POISONOUS CHEMICALS—*contd.*				
	(i) Must be well secured in stoneware jars or glass stoppered bottles, standing upright in cases with sloping covers and the inside packing of these cases must be of ashes, free from cinders, or of chalk, sand, or dry earth In the case of Sulphuric Acid, diluted with not less than twice its volume of water, of a specific gravity of 1,250 or below, the inside packing of the cases containing such acid may be straw, or refuse cheap enough for packing, such as grass, wood shavings, etc., instead of ashes free from cinders, or chalk, sand, or dry earth.	The weight of each case, when packed in accordance with clause (i) of *column* (2), must not exceed 2½ maunds: but when packed in accordance with clause (ii), the net weight of the acid must not exceed 112 lbs. When packed in accordance with clause (iv), the weight of each package must not exceed 5 maunds.	....	By brake-van of mixed or passenger train, one case only. It must be placed as far as possible from other packages in the brake-van.

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE INDIAN RAILWAYS ACT, 1890 (IX OF 1890).

General Rules for all open lines of Railway—*contd.*

Acid, Sulphuric, or Oil of Vitriol, or Vitriol.	(ii) May also be packed in hermetically sealed cisterns made of lead weighing 5 lbs per square foot, enclosed in wooden cases made of one inch thick boards bound with *half-inch hoop* iron, the sides of the case being so constructed that the grain runs horizontally on two sides and vertically on the other two. (iii) *Must not be put into jars* with cork or wooden stoppers. (iv) Acid, Sulphuric, Concentrated, *i.e.*, of a specific gravity not less than 1·84, which must be certified *in* writing by the consignor, may be packed in strong hermetically sealed iron or steel drums which must be in good condition and free from rust.			
Arsenic .	Must be packed in cases, casks, or iron drums, and must not be carried in bags	The word "Poison" must be distinctly marked on each package by the sender.	....	May be despatched by brake-van of mixed or passenger train in any *quantity at any time*, if desired The cases, casks, or iron *drums* must be placed as far as possible from other packages *in the* brake-van.
Bisulphite of Lime Solution, saturated with Sulphur Dioxide Gas.	Must be packed in casks or in glass bottles (not carboys) packed in cases or hampers	....		By brake-van of mixed or passenger train, one case only. It must be placed as far as possible from other packages in the brake-van.
Chloroform . .	Must be packed in strong air-tight iron drums or in bottles packed in sawdust in cases.	The gross weight of each package must not exceed 2 maunds.	....	Ditto
Chlorate of Barium. .	Must be packed in iron drums or paper-lined casks, of sufficient strength not to allow any of their contents to escape through wear and tear of transport.	[1] [Chlorates must not be loaded in the same vehicle with combustible materials, with Sugar or Sulphur, or with Sulphuric Acid (Oil of Vitriol), Hydrochloric Acid (Muriatic Acid) or Nitric Acid]		
Chlorate of Potash .				Ditto
Chlorate of Soda . .	Chlorate of Potash may also be carried in jars or bottles packed in cases.			

[1] Inserted by Notification No. 162, dated the 12th June, 1913—Resolution No. 1008-R.T., dated the 5th June, 1913, *see* Gazette of India, 1913, Pt. I, p. 635.

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

The Indian Railways Act, 1890 (IX of 1890).

General Rules for all open lines of Railway—*contd.*

Description of goods.	The Indian Ordnance and Medical Departments and the Stores Department of the India Office, are exempt from the rules in this column, provided that a written declaration of the contents of the package is given by a duly authorized officer, and that it is certified on the consignment note that the goods have been packed in accordance with the departmental regulations relating to the packing of such goods.	Supplementary packing; transport, loading and unloading regulations. [Every package of dangerous goods shall be marked in conspicuous characters with the name of the article or articles which it contains.]	Conditions under which and amount which may be carried.	
	General packing regulations.		By goods train. [Normally, no restrictions as to quantity, and iron covered vehicles shall be used.]	By mixed or passenger train. [Normally, dangerous goods may only be sent in wagons by mixed train where no goods trains are running.]
1	2	3	4	5
II.—DANGEROUS, CORROSIVE AND POISONOUS CHEMICALS—*concld.*				
Nitrate of Barium . .	Must be packed in cases, casks, or iron drums, and must not be carried in bags.			
Nitrate of Lead . .				
Nitrate of Iron . . .				
Nitrate of Potash, Nitre, or Saltpetre [other than manures.]	Must be packed in bags or casks.	....	....	By brake-van of mixed or passenger *train, one* case only. It must be placed as far as possible from other packages in the brake-van.
Nitrate of Soda [other than manures.]	Must be packed in bags or casks or in tins packed in cases.			
Muriate of Tin or Tin Liquor	Must be packed in casks or iron drums.	....	....	Ditto.

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE INDIAN RAILWAYS ACT, 1890 (IX OF 1890).

General Rules for all open lines of Railway—*contd.*

Potassium	Must be packed in iron drums hermetically sealed. Any quantity under four pounds for chemical purposes, may also be packed in mineral oil in stoppered bottles contained in tin cases.			
Sodium	Must be packed in iron drums enclosed in strong wooden cases, or in approved air-tight and water-tight iron drums, packed in strong *wooden* cases; also in approved steel cases, each containing not more *than 3 cwts. of sodium,* closed with air-tight locked lever-lids Any quantity *under four pounds, for* chemical purposes, may also be packed in mineral oil in stoppered *bottles* contained in tin cases.	....	....	Ditto.
Tri-nitro-toluol	Must be packed in staunch and substantial barrels or in cases constructed of wood not less than one inch in thickness	The word "Poison" must be distinctly marked on each package by the sender.		
III.—MISCELLANEOUS DANGEROUS ARTICLES.				
Acetylene compressed into porous substances subject to the conditions specified in the Government of India, Department of Commerce and Industry, Notification No. 370-39, dated the 13th January 1912—*vide* Schedule VI.	Must be packed in steel cylinders contained (i) in a crate in such a manner that the label is plainly visible, or (ii) in a covering made of closely plaited 1 inch (circumference) hemp or coir to which an additional metal label marked as directed in *column 3,* is attached by wire, or *(iii) in* a strong wooden case with additional metal label marked, as *directed in column 3, on the* outside thereof.	Each cylinder must be legibly marked with the words— "*Acetylene compressed* into porous substances exempted by the Govern*ment of India, Depart*ment of Commerce and Industry, Notification *No 370-39, dated the* 13th January 1912," together with the name *of the firm* by whom the vessel has been charged.		....
Carbide of Calcium	*Must* be packed in *hermetically* closed metal drums or cases sufficiently strong to remain in that condition through ordinary wear and tear of transport, so that the Carbide of Calicum cannot be affected by air or moisture	No drum or case must contain a quantity exceeding 224 lbs. of Carbide of Calcium. Carbide of Calcium, while in the possession of a railway for transport, must be stacked in the open		By brake-van of mixed or passenger *train, subject* to a limit of 450 lbs per train. The drums or cases must be placed as far as possible *from other* packages in the brake-van.

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE INDIAN RAILWAYS ACT, 1890 (IX OF 1890).

General Rules for all open lines of Railway—*contd.*

Description of goods.	The Indian Ordnance and Medical Departments and the Stores Department of the India Office, are exempt from the rules in this column, provided that a written declaration of the contents of the package is given by a duly authorized officer, and that it is certified on the consignment note that the goods have been packed in accordance with the departmental regulations relating to the packing of such goods. General packing regulations.	Supplementary packing, transport, loading and unloading regulations. [Every package of dangerous goods shall be marked in conspicuous characters with the name of the article or articles which it contains.]	Conditions under which and amount which may be carried. By goods train. [Normally, no restrictions as to quantity, and iron covered vehicles shall be used.]	By mixed or passenger train. [Normally, dangerous goods may only be sent in wagons by mixed train where no goods trains are running.]
1	2	3	4	5
III.—MISCELLANEOUS DANGEROUS ARTICLES —*contd.*				
Carbide of Calcium	There must be no copper in the composition of any drum or case containing the Carbide of Calcium. The label on each hermetically closed metal drum or case must bear in conspicuous characters the words "*Dangerous if not kept dry*" and with the following caution: "*The contents of this drum (or case) are liable if brought into contact with moisture, to give off a highly inflammable gas.*" The name and address of the sender should also be labelled on each drum or case.	under water-proof sheets and so placed as to prevent its getting wet. If any Carbide of Calcium is wetted while in the possesion of a railway for transport it shall be destroyed by immersion in at least twenty times its bulk of water. NOTE.—*The fact of Carbide of Calicum having become wet will be indicated by the outward appearance of the drum or case and probably by a disagreeable odour showing a-leakage of gas.* Vehicles used for the carriage of "Carbide of Calcium" must be		

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE INDIAN RAILWAYS ACT, 1890 (IX OF 1890).

General Rules for all open lines of Railway—*contd.*

		thoroughly ventilated and rendered impervious *to rain.*		
Compressed Atmospheric Air Compressed Oxygen Compressed or Liquefied Carbonic Acid Gas (Carbon Dioxide). Compressed Coal Gas Compressed Hydrogen Compressed Amonia Gas or Liquefied Anhydrous Ammonia. Compressed or Liquefied Nitrous Oxide. Compressed or *Liquefied* Sulphurous Acid Gas (Sulphur Dioxide).	(*a*) These gases must be packed in cylinders. (*b*) Cylinders must be made of wrought iron or mildsteel of the best quality and must comply in every other respect with the recommendations made by the *Departmental* Committee on compressed gas cylinders appointed by the Secretary of State *for the Home Department* in England in 1895, and must not exceed 8 feet in length and 10 inches in diameter. Special attention is directed to the extract from the *recommendations of the* Departmental Committee, printed as Schedule V to these rules.* (*c*) *Cylinders* must be separately and securely packed in a strong wooden case or in a covering made of closely plaited 1 inch (circumference) hemp or coir, except that— (i) Several small cylinders not exceeding 24 inches in length and 4 inches in diameter may be packed in one box, provided that each cylinder is contained in a separate compartment or is separately encased in closely plaited 1 inch (circumference) hemp or coir. Each box must not contain more than 25 small cylinders and the gross weight of each box and contents must not exceed 3½ maunds.	*Cylinders must be carefully* handled, and must not be placed near a fire, or exposed to other source of *heat.*	..	"Compressed or Liquefied Carbonic Acid Gas," "Compressed Atmospheric Air," "Compressed Oxygen" and "Compressed *Hydrogen*" may be allowed, as exceptions to the other compressed gases to be carried *in the* rear brake-van of mixed or passenger trains, subject to a *limit of two cylinders* per van. The cylinders must be placed as far as possible from other *packages in the brake*-van.

* NOTE.—This rule (*b*), so far as it relates to "Carbonic Acid Gas," will be held in abeyance up to 24th February, 1913 to allow of light German cylinders which do not altogether comply with the tests here specified, being used under certain conditions.

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

The Indian Railways Act, 1890 (IX of 1890).

General Rules for all open lines of Railway—*contd.*

Description of goods.	The Indian Ordnance and Medical Departments and the Stores Department of the India Office, are exempt from the rules in this column, provided that a written declaration of the contents of the package is given by a duly authorized officer, and that it is certified on the consignment note that the goods have been packed in accordance with the departmental regulations relating to the packing of such goods. General packing regulations.	Supplementary packing, transport, and loading unloading regulations. [Every package of dangerous goods shall be marked in conspicuous characters with the name of the article or articles which it contains.]	Conditions under which and amount which may be carried.	
			By goods train. [Normally, no restrictions as to quantity, and iron covered vehicles shall be used.]	By mixed or passenger train. [Normally, dangerous goods may only be sent in wagons by mixed train where no goods trains are running.]
1	2	3	4	5
III.—MISCELLANEOUS DANGEROUS ARTICLES —*concld.*	(*ii*) Small cylinders not exceeding 12 inches in length and 3 inches in diameter containing Nitrous Oxide may be packed in wickerwork baskets containing two such cylinders in separate commpartments.			
	(*d*) Cylinders containing Compressed Atmospheric Air, Coal Gas, Hydrogen, or Oxygen, must not be charged to a greater pressure than 1,800 lbs. per square inch.			
	(*e*) No cylinder may contain per pound of water capacity, more than ⅔ lb. of carbon dioxide (carbonic acid gas); ½ lb. of anhydrous ammonia; ⅔ lb. of nitrous oxide ⅔ or 1¼ lbs. sulphur dioxide (sul-			

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE INDIAN RAILWAYS ACT, 1890 (IX OF 1890).

General Rules for all open lines of Railway—*contd.*

	phurous acid gas), respectively			
Matches, safety Matches, non-safety NOTE.—*Matches which ignite by simple friction and Bengal lights[1] [**] which, while not ordinarily igniting by simple friction, are capable of doing so under chemical decomposition and are liable to spontaneous combustion should be considered as coming within the class "matches, non-safety," while those which require to be rubbed on the prepared surface of the box which contains them to be ignited should be considered as coming within the class "matches, safety."*	(1) Must be packed in strong dust tight wooden cases *having a metal lining.* (2) The outer wooden cases used for the carriage of matches shall be of the following thickness of wood: if gross weight of case with contents does not exceed 4 maunds in weight, ½ inch thick throughout, if gross weight of case with contents exceeds 4 maunds, ⅝ inch thick throughout (3) "Matches, safety," may, however, be carried in the tins in which they are imported, provided that such tins are strong enough as outer packages, that they do not exceed a limit in size of 2′ × 1′ × 1′ weighing approximately 13½ seers and do not contain more than 120 packets of "matches, safety."	....	....	....
Oily Bagging	....	....	....	....
" Canvas " Covers	In tarpaulin bags, bales, hampers, parcels or cases.			
" Paper	In air-tight and damp-proof cases, and in bales.			
" Rags	....			
" Waste	In thoroughly sound cases			

[1] The words "(Pyrotechnic matches)" were *omitted by* Notification No. 162, dated the 12th June, 1913—Resolution No. 1008-B.T., dated the *5th June, 1913, see Gazette of India, 1913, Pt. I, p. 835.*

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE INDIAN RAILWAYS ACT, 1890 (IX OF 1890).

General Rules for all open lines of Railway—*contd.*

SCHEDULE II.[1]

Consignment Note for Dangerous, Explosive, and Combustible Articles.

————————Railway————————

To the————————Railway Administration/Company ————Station.

Dated————————19 .

The————————Railway Administration/*Company* are requested to receive for despatch to————————Station on the————————Railway, the following packages consigned to————————of————————, containing the dangerous, explosive or combustible articles which are specified below, and I hereby declare that the contents of the packages are known to me, that the conditions laid down in the General Rules sanctioned by the Governor General in Council for the packing and carriage of dangerous, explosive and combustible articles have been complied with, and that the actual weight of the article contained in each separate package or case is entered herein. *I also declare that the original/the true copy of the certificate signed by————which now accompanies this consignment refers to samples of the————————forwarded under this Consignment Note.*

By whom signed.	To whom consigned.	Station and address.	No. of articles.	Description and marks.	SENDER'S WEIGHT.		Carriage to be paid by
					Maunds.	Seers.	

NOTE.—The words printed in italics should be scored out where they are not required.

[1] This Schedule was inserted by Resolution No. 1025-R. T., dated 10th June, 1912, see Gazette of India, 1912, Pt. I, p. 676.

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE INDIAN RAILWAYS ACT, 1890 (IX OF 1890).

General Rules for all open lines of Railway—*contd.*

I do hereby certify that I have satisfied myself that the description, marks and weight or quantity of goods consigned by me have been correctly entered in this Consignment Note.

(Space for printing foregoing certificate in the necessary vernaculars.)

Signature of Sender or Deliverer of Goods——————————

Address——————————

Date——————————

The attention of the sender or deliverer of the goods is invited to the principal terms and conditions applying to the carriage of goods by railway, which are set forth in the Public Notice on the back of this document.

No alteration is to be made in the above entries after this Consignment Note has been signed by the Consignor.

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

The Indian Railways Act, 1890 (IX of 1890).

General Rules for all open lines of Railway—*contd.*

The forms below to be filled up by Railway Staff only.

Description	No. of articles.	Marks.	Class.	Actual weight.		Weight charged.		Rate per maund.	Paid.		To pay.		Remarks as to condition, etc.	Receipt No.	Invoice No. and date.		Wagon No.
				Maunds.	Seers.	Maunds.	Seers.		Rs.	A.	Rs.	A.			No.	Date.	

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE INDIAN RAILWAYS ACT, 1890 (IX OF 1890).

General Rules for all open lines of Railway—*contd.*

Particulars of weighment.

No. of Articles.	Description	WEIGHT.		
		Maunds	Seers	
				Checked by............Date............
				Weighed by............ " ....
				Loaded by............ " ....
				Invoiced by............ " ....
				Receipt No............ " ....
				Invoice No............ " ....
				Wagon No............ " ....

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE INDIAN RAILWAYS ACT, 1890 (IX OF 1890).

General Rules for all open lines of Railway—*contd.*

NOTICE TO CONSIGNORS.

The ——— Administration/Company hereby gives public notice:—

1. That the Railway Administration/Company will not be accountable for any articles unless the same are booked and a receipt for them given by their clerk or agent, and that when the articles are so accepted for conveyance, the responsibility of the Railway for the loss, destruction or deterioration of the articles is subject to the provisions of section 72 of the Indian Railways Act, IX of 1890.

2. That the railway receipt given by the Railway Administration/Company for the articles delivered for conveyance must be given up at destination by the consignee to the Railway Administration/Company otherwise the Railway may refuse to deliver, and that the signature of the consignee or his agent in the delivery book at destination shall be evidence of complete delivery.

If the consignee does not himself attend to take delivery, he must endorse on the receipt a request for delivery to the person to whom he wishes it made, and if the receipt is not produced, the delivery of the goods may, at the discretion of the Railway Administration/Company, be withheld until the person entitled in its opinion to receive them has given an indemnity to the satisfaction of the Railway Administration/Company.

3. That all claims against the Railway Administration/Company for loss or damage to goods must be made to the clerk in charge of the station to which they have been booked before delivery is taken, and that a written statement of the description and contents of the articles missing, or of the damage received, must be sent forthwith to the Traffic Superintendent of the district in which the forwarding or receiving station is situated: otherwise, the Railway Administration/Company will be freed from responsibility.

4. That by section 77 of the Indian Railways Act, IX of 1890, it is enacted that a person shall not be entitled to a refund of an over-charge in respect of animals or goods carried by railway, or to compensation for the loss, destruction or deterioration of animals or goods delivered to be so carried, unless his claim to the refund or compensation has been preferred in writing by him or on his behalf to the Railway Administration/Company within six months from the date of the delivery of the animals or goods for carriage by railway.

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE INDIAN RAILWAYS ACT, 1890 (IX OF 1890).

General Rules for all open lines of Railway—*contd.*

5. That the Railway $\frac{\text{Administration}}{\text{Company}}$ have the right of re-measurement, re-weighment, re-classification and re-calculation of rates, terminals and other charges at the place of destination, and of collecting, before the goods are delivered, any amount that may have been omitted or under-charged.

6. That subject to any exceptions from time to time notified by the Railway $\frac{\text{Administration}}{\text{Company}}$ the freight on dangerous explosive and combustible articles must be prepaid, and that by section 55 of the Indian Railways Act, IX of 1890, it is enacted that, if a person fails to pay on demand made by or on behalf of a Railway $\frac{\text{Administration}}{\text{Company}}$ any rate, terminal or other charge due from him in respect of any animals or goods, the Railway $\frac{\text{Administration}}{\text{Company}}$ may detain the whole or any of the animals or goods, or, if they have been removed from the railway, any other animals or goods of such person then being in or thereafter coming into its possession.

7. That all goods left on the Railway $\frac{\text{Administration's}}{\text{Company's}}$ premises are liable to wharfage and demurrage charges as per goods tariff, and these charges will also be levied on goods left on hand, pending payment of freight and charges due on them.

8. That goods booked to stations on the Railway or Railways worked by the Railway are carried subject to the rules and conditions printed from time to time in the Railway $\frac{\text{Administration's}}{\text{Company's}}$ goods tariff; and goods booked to or over a foreign Railway are subject to the rules and regulations and to wharfage and other charges in force on such Railway.

9. That by section 106 of the Indian Railways Act, IX of 1890, it is enacted that if a person requested under section 58 to give an account with respect to any goods, gives an account which is materially false, he and, if he is not the owner of the goods, the owner, also shall be punished with fine which may extend to ten rupees for every maund or part of a maund of the goods, and the fine shall be in addition to any rate or other charge to which the goods may be liable.

10. That by section 107 of the Indian Railways Act, IX of 1890, it is enacted that if, in contravention of section 59, a person takes with him any dangerous or offensive goods upon a railway, or tenders or delivers any such goods for carriage upon a railway, he shall be punished with fine which may extend to five hundred rupees and shall also be responsible

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE INDIAN RAILWAYS ACT, 1890 (IX OF 1890).

General Rules for all open lines of Railway—*contd.*

for any loss, injury or damage which may be caused by reason of such goods having been so brought upon the railway.

————Head Quarter Office ————————

Date————   *Printed name and designation of Railway Officer.*

SCHEDULE III.[1]

————————Railway.

RISK NOTE, FORM D.

[Approved by the Governor General in Council under section 72 (*2*) (*b*) of the Indian Railways Act, IX of 1890.]

(To be used when the Sender elects to despatch at a "special reduced" or "Owner's risk" rate dangerous explosive or combustible articles for which an alternative "Ordinary" or "Risk acceptance" rate is quoted in the Tariff).

————————STATION.

————————19 .

Whereas the consignment of————————————————————————————————————

tendered by $\frac{\text{me}}{\text{us}}$, as per Forwarding Order No.————of this date, for despatch by the Railway Administration or their transport agents or carriers to ————————station, and for which $\frac{\text{I}}{\text{we}}$ have received Railway Receipt No.————————of same date, is charged at a special reduced rate instead of at the ordinary tariff rate chargeable for such consignment, $\frac{\text{I}}{\text{we}}$, the undersigned, do, in consideration of such lower charge, agree and undertake to hold the said Railway Administration and all other Railway Administrations working in connection therewith, and also all other transport agents or carriers employed by them, respectively, over whose Railways or by or through whose transport agency or agencies the said goods may be carried in transit from————station to———— station, harmless and free from all responsibility for any loss, destruction

[1] This Schedule was inserted by Resolution No. 1025-R. T., dated 10th June, 1912, *see* Gazette of India, 1912, Pt. I, p. 676.

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE INDIAN RAILWAYS ACT, 1890 (IX OF 1890).

General Rules for all open lines of Railway—*contd.*

or deterioration of, or damage to, the said consignment from any cause whatever except for the loss of a complete consignment or of one or more complete packages forming part of a consignment due either to the wilful neglect of the Railway Administration or to theft by or to the wilful neglect of its servants, transport agents or carriers employed by them before, during and after transit over the said Railway or other Railway lines working in connection therewith, or by any other transport agency or agencies employed by them, respectively, for carriage of the whole or any part of the said consignment provided the term "wilful neglect" be not held to include fire, robbery from a running train or any other unforeseen event or accident.

$\frac{I}{We}$ further agree to accept responsibility for any consequences to the property of the aforesaid Railway Administration(s) and of their transport agents and carriers or to the property of other persons that may be in the course of conveyance, which may be caused by the explosion of, or otherwise, by the said consignment, and that all risk and responsibility whether to the Railway Administration(s) or their transport agents and carriers, to their servants or to others, remain solely and entirely with $\frac{me}{us}$.

Signature of sender————

WITNESS.

(Signature)———— Rank or { Father's name————
(Residence)———— { Caste———— Age————

WITNESS.

(Signature)-———— Profession————

(Residence)———— Residence————

NOTE.—The above form is, for the convenience of the public, translated into the vernacular on the reverse, but the form in English is the authoritative form, and the Railway Administration accepts no responsibility for the correctness of the vernacular translation.

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE INDIAN RAILWAYS ACT, 1890 (IX OF 1890).

General Rules for all open lines of Railway—*contd.*

————————Railway.

RISK NOTE, FORM G.

[Approved by the Governor General in Council under section 72 (*2*) (*b*) of the Indian Railways Act, IX of 1890.]

(To be used as an alternative to Risk Note, Form D, in the case of dangerous, explosive or combustible articles, for which an alternative "Ordinary" or "Risk acceptance" rate is quoted in the Tariff, when the sender desires to enter into a general agreement instead of executing a separate Risk Note for each consignment.)

————————STATION.

————————19 .

Whereas all consignments of————————————for which the Railway Administration quotes both Owner's risk or special reduced rates and Railway risk or ordinary rates are (unless $\frac{\text{I}}{\text{we}}$ shall have entered into a special contract in relation to any particular consignment) despatched by $\frac{\text{me}}{\text{us}}$ at $\frac{\text{my}}{\text{our}}$ own risk and are charged for by the said Railway Administration at special reduced or owner's risk rates, instead of at ordinary tariff or Railway risk rates, $\frac{\text{I}}{\text{we}}$, the undersigned, in consideration of such consignments being charged for at the special reduced or Owner's risk rates, do hereby agree and undertake to hold the said Railway Administration and all other Railway Administrations working in connection therewith, and also other transport agents or carriers employed by them, respectively, over whose Railways or by or through whose transport agency, or agencies the said consignments of————may be carried in transit from————station to————station, harmless and free from all responsibility for any loss, destruction or deterioration of, or damage to, all or any such consignments from any cause whatever, except for the loss of a complete consignment or of one or more complete packages forming part

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE INDIAN RAILWAYS ACT, 1890 (IX OF 1890).

General Rules for all open lines of Railway—*contd.*

of a consignment due either to the wilful neglect of the Railway Administration or to theft by or to the wilful neglect of its servants, transport agents or carriers employed by them before, during and after transit over the said Railway or other Railway lines working in connection therewith, or by any other transport agency or agencies employed by them respectively, for the carriage of the whole or any part of the said consignments, provided the term "wilful neglect" be not held to include fire, robbery from a running train or any other unforeseen event or accident.

$\frac{\text{I}}{\text{We}}$ further agree to accept responsibility for any consequences to the property of the aforesaid Railway Administration(s) and of their transport agents and carriers, or to the property of other persons that may be in the course of conveyance, which may be caused by the explosion of, or otherwise, by all or any of the said consignments, and that all risk and responsibility whether to the Railway Administration(s) or their transport agents and carriers, to their servants or to others, remain solely and entirely with $\frac{\text{me}}{\text{us}}$.

WITNESS.

(Signature)————— Signature of sender—————

(Address)————— (Address)—————

WITNESS.

(Signature)—————

(Address)—————

NOTE.—The above form is, for the convenience of the public, translated into the vernacular on the reverse, but the form in English is the authoritative form, and the Railway Administration accepts no responsibility for the correctness of the vernacular translation.

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE INDIAN RAILWAYS ACT, 1890 (IX OF 1890).

General Rules for all open lines of Railway—*contd.*

SCHEDULE IV.[1]

CERTIFICATE FOR COMPRESSED GASES.

Certified that the $\frac{\text{cylinder}}{\text{cylinders}}$ containing——————tendered by $\frac{\text{me}}{\text{us}}$ as per Forwarding Order No.————of this date to the—————— Railway for despatch to————Station $\frac{\text{has}}{\text{have}}$ been packed and tested in accordance, and that the $\frac{\text{cylinder complies}}{\text{cylinders comply}}$ in every other respect, with the rules promulgated in Chapter III, Part II of the General Rules for working open lines of railway.

Signature of $\frac{\text{sender}}{\text{senders}}$——————

SCHEDULE V.[1]

SUMMARY OF RECOMMENDATIONS OF THE DEPARTMENTAL COMMITTEE ON COMPRESSED GAS CYLINDERS APPOINTED BY THE SECRETARY OF STATE FOR THE HOME DEPARTMENT IN ENGLAND IN 1895.

I.—CYLINDERS OF COMPRESSED GAS (OXYGEN, HYDROGEN, OF COAL GAS).

(*a*) *Lap-welded wrought iron.*—Greatest working pressure, 120 atmospheres, or 1,800 lbs. per square inch.

Stress due to working pressure not to exceed 6½ tons per square inch.

Proof pressure in hydraulic test, after annealing, 224 atmospheres, or 3,360 lbs. per square inch.

Permanent stretch in hydraulic test not to exceed 10 per cent of the elastic stretch.

One cylinder in 50 to be subjected to a statical bending test, and to stand crushing nearly flat between two rounded knife edges without cracking.

[1] These Schedules were inserted by Resolution No. 1025-R. 7, dated 10th June, 1912, *see* Gazette of India, 1912, Pt. I, p. 676.

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE INDIAN RAILWAYS ACT, 1890 (IX OF 1890).

General Rules for all open lines of Railway—*contd.*

(*b*) *Lap-welded or seamless steel.*—Greatest working pressure, 120 atmospheres, or 1,800 lbs. per square inch.

Stress due to working pressure not to exceed 7½ tons per square inch in lap-welded, or 8 tons per square inch in seamless cylinders.

Carbon in steel not to exceed 0·25 per cent, or iron to be less than ·99 per cent.

Tenacity of steel not to be less than 26 or more than 33 tons per square inch. Ultimate elongation not less than 1·2 inches in 8 inches. Test bar to be cut from finished annealed cylinder.

Proof pressure in hydraulic test, after annealing, 224 atmospheres, or 3,360 lbs. per square inch.

Permanent stretch shown by water jacket not to exceed 10 per cent. of elastic stretch.

One cylinder in 50 to be subjected to a statical bending test and to stand crushing nearly flat between rounded knife edges without cracking.

Regulations applicable to all cylinders.

Cylinders to be marked with a rotation number, a manufacturer's or owner's mark, an annealing mark with date, a test mark with date. The marks to be permanent and easily visible.

Testing to be repeated at least every two years, and annealing at least every four years.

A record to be kept of all tests.

Cylinders which fail in testing to be destroyed or rendered useless.

Hydrogen and coal gas cylinders to have left-handed threads for attaching connections, and to be painted red.

The compressing apparatus to have two pressure gauges and an automatic arrangement for preventing overcharging. The compressing apparatus for oxygen to be wholly distinct and unconnected with the compressing apparatus for hydrogen and coal gas.

Cylinders not to be refilled till they have been emptied.

If cylinders are sent out unpacked, the valve fittings should be protected by a steel cap.

A minimum weight to be fixed for each size of cylinder in accordance with its required thickness. Cylinders of less weight to be rejected.

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE INDIAN RAILWAYS ACT, 1890 (IX OF 1890).

General Rules for all open lines of Railway—*contd.*

II.—CYLINDERS FOR CARBONIC ACID.

Greatest working pressure to be reckoned as 120 atmospheres.

Cylinders to be of lap-welded wrought iron, lap-welded steel or seamless steel. Stresses, tests, and conditions as to repetition of tests to be the same as for oxygen cylinders.

The marking to be the same with the addition of the weight of the cylinder empty, and the greatest permissible weight of carbonic acid it may contain.

No cylinder to contain more than $\frac{3}{4}$lb. of carbonic acid per pound of water capacity, if for this country (*i.e., England*), or $\frac{2}{3}$lb. per pound of water capacity, if for the tropics.

If cylinders are sent out unpacked, the valve fittings should be protected by a steel cap.

A notice should be affixed to the cylinder that it contains carbonic acid, and that it should be kept cool and not exposed to the sun or the heat of a stove.

III.—CYLINDERS FOR AMMONIA.

Greatest working pressue to be reckoned as 1,000 lbs. per square inch. Hydraulic test pressure 1,500 lbs. per square inch.

Greatest working stress 7 tons per square inch for steel, and 6 tons per square inch for wrought iron.

In other respects the material, tests, and rule for repetition of tests to be the same as for oxygen cylinders.

The marking to be similar to that for oxygen cylinders, but the weight of cylinder empty and the greatest permissible weight of ammonia it may contain to be added.

Ammonia cylinders should not contain more than 0·5 lb. per pound of water capacity.

If cylinders are sent out unpacked, the valve fittings should be protected by a steel cap.

A notice should be affixed to the cylinder that it contains ammonia, and that it should be kept cool and not exposed to the sun or the heat of a stove.

IV.—CYLINDER FITTINGS.

No oil or similar lubricant to be used for cylinder valves, pressure gauges, regulators, or other fittings.

Pressure gauges to have a check to prevent a sudden inrush of gas.

Pressure gauges for hydrogen and coal gas to have left-handed screws, and to be painted red.

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE INDIAN RAILWAYS ACT, 1890 (IX OF 1890).

General Rules for all open lines of Railway—*contd.*

SCHEDULE VI.[1]

No. 370-39.

GOVERNMENT OF INDIA.

DEPARTMENT OF COMMERCE AND INDUSTRY.

Calcutta, the 13th January, 1912.

NOTIFICATION.

Explosives.

I. In supersession of the Notification in this Department, No. 4197—26, dated the 1st June 1906, and in exercise of the powers conferred by section 17 of the Indian Explosives Act, 1884 (IV of 1884), the Governor General in Council is pleased hereby to declare that acetylene when liquid or when subject to a pressure greater than $1\frac{1}{10}$ atmospheres shall be deemed to be an explosive within the meaning of the said Act:

Provided that, subject to the conditions hereinafter specified, acetylene, when in admixture with oil-gas, shall not be deemed to be an explosive within the meaning of the said Act, when under compression—

(1) The acetylene shall be generated only by the Atkins Dry Process.

(2) The proportion of acetylene shall not exceed fifty parts by volume in every one hundred parts of the mixture of acetylene and oil-gas.

(3) The acetylene and oil-gas shall be mixed together in a chamber or vessel before the gases are subjected to compression.

(4) The mixture shall not be compressed to a pressure exceeding one hundred and fifty pounds per square inch:

Provided also, that, subject to the conditions hereinafter specified, acetylene, when compressed into porous substances, with or without acetone, shall not be deemed to be an explosive within the meaning of the said Act—

(1) The porous substance shall fill, as completely as possible, the cylinder or other vessel into which the acetylene is compressed.

(2) The porosity of the substance shall not exceed eighty per cent.

[1] This Schedule was inserted by Resolution No 1025-R. T., dated 10th June, 1912, *see* Gazette of India, 1912, Pt I, p. 676.

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE INDIAN RAILWAYS ACT, 1890 (IX OF 1890).

General Rules for all open lines of Railway—*concld.*

(3) Due precaution shall be taken to exclude air from every part of the apparatus before the acetylene is compressed.

(4) Due precaution shall be taken to prevent undue rise of temperature in compressing the acetylene.

(5) The pressure shall not exceed one hundred and fifty pounds to the square inch.

(6) Every cylinder or other vessel into which acetylene is to be compressed shall be tested by hydraulic pressure of not less than double the pressure to which the vessel is to be submitted in use, such hydraulic pressure being maintained for a period of not less than ten minutes.

(7) The compression pump shall be surrounded by rope mantlets, and no reservoir shall be used during compression unless it is also filled with the porous substance.

(8) In the case where acetone is used for absorbing the acetylene, due precaution shall be taken that the quantity of acetone is such that when fully charged with acetylene it does not completely fill the porosity of the porous substance.

(9) The compression of the acetylene shall be carried out only on such premises as shall have been approved by an Inspector of Explosives.

(10) Every cylinder or other vessel in which acetylene has been compressed in virtue of this notification shall be legibly marked with the words—

> "Acetylene compressed into porous substance exempted by Government of India, Department of Commerce and Industry, Notification No. 370—39, dated the 13th January 1912"

together with the name of the firm by whom the vessel has been charged.

(11) Every facility shall be given to the Inspectors of Explosives to inspect the apparatus and methods by which the cylinders or other vessels are charged in virtue of this Notification.

II. In supersession of the Notification of the Government of India in the Home Department, No. 2289, dated the 31st August 1900, and in exercise of the powers conferred by section 6 of the Indian Explosives Act, 1884 (IV of 1884), the Governor General in Council is pleased to prohibit absolutely the manufacture, possession and importation of such acetylene as is declared by paragraph 1 of this Notification to be an explosive.

[*See* Gazette of India, 1906, Supplement, Pt. I, p. 1923.]

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE INDIAN RAILWAYS ACT, 1890 (IX OF 1890).

Investiture of Director of Railway Traffic with certain powers under the Indian Railways Act, 1890 (9 of 1890).

[1]*No. 4, dated the 6th January, 1898.*—The Governor General in Council is pleased to cancel Public Works Department Notification No. 267, dated the 11th June, 1890, and with reference to section 47 of the Indian Railways Act, 1890, to appoint the [2]Director of Railway Traffic and Deputy Secretary to the Government of India, Public Works Department, Railway Branch, as the officer who, in the case of a railway administered by the Government, is to make General Rules under that section.

[*See* Gazette of India, 1898, Pt. I, p. 38.]

Risk Note Forms.

No. 118, dated 16th March, 1898.—The following is published for general information:—

Circular No. I Railway, dated the 9th March, 1898.

Resolution.—The Governor General in Council is pleased to approve under section 72 (2) (*b*) of the [3]Indian Railways Act, IX of 1890, of the use of the enclosed forms, with effect from the 1st July, 1898, by Railway Administrations working railways to which the Indian Railways Act, IX of 1890, applies.

2. In the case of railways to which Local Acts similar in scope to the Indian Railways Act, IX of 1890, are applicable, the Governor General in Council is also pleased to approve of the use of these forms from the 1st July, 1898, so far as his approval may be necessary under such Local Acts.

3. Until the 30th June, 1898, the forms at present in use shall remain in force:—

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[1] The Railway Board has now been invested with these powers, *see* Notification No 802, dated the 24th March, 1905, *infra*, p. 1311, and this notification seems therefore now obsolete

[2] There is now no Director of Railway Traffic, and the powers vested in that officer now vest in the Railway Board, *see* preceding footnote

[3] *See* the reprint of Act IX of 1890, as modified up to 1st June, 1909.

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE INDIAN RAILWAYS ACT, 1890 (IX OF 1890).

Risk Note Forms—*contd.*

RISK NOTE, FORM A.

[Approved by the Governor General in Council under section 72 (2) (*b*) of the Indian Railways Act, IX of 1890.]

(To be used when articles are tendered for carriage which are either already in bad condition or so defectively packed, as to be liable to damage, leakage or wastage in transit.)

————————STATION.

————————18 .

Whereas the consignment of————————
————————tendered by me/us as per Forwarding Order No.————of this date, for despatch by the————————
————railway administration or their transport agents or carriers to————————station, and for which I/we have received Railway Receipt No.————————of same date, is in bad condition and/or liable to damage, leakage, or wastage in transit as follows:—

————————————————————————

I/we, the undersigned, do hereby agree and undertake to hold the said railway administration and all other railway administrations working in connection therewith, and also all other transport agents or carriers employed by them respectively, over whose railways or by or through whose transport agency or agencies the said goods may be carried in transit from————————station to————————
————————station harmless and free from all responsibility for the condition in which the aforesaid goods may be delivered to the consignee at destination and for any loss arising from the same.

Signature of sender————————

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE INDIAN RAILWAYS ACT, 1890 (IX OF 1890).

Risk Note Forms—*contd.*

WITNESS.

(Signature)———— Rank or { Father's name————
(Residence)———— { Caste————Age————

WITNESS.

(Signature)———— Profession————

(Residence)———— Residence————

NOTE.—The above form is, for the convenience of the public, translated into the vernacular[1] on the reverse, *but the form in English is the authoritative form,* and the Railway Administration accepts no responsibility for the correctness of the vernacular translation.

————RAILWAY.

RISK NOTE, FORM B.[2]

[Approved by the Governor General in Council under section 72 (*2*) (*b*) of the Indian Railways Act, IX of 1890.]

(To be used when the sender elects to despatch at a "Special reduced" or "Owner's Risk" rate articles or animals for which an alternative "Ordinary" or "Risk acceptance" rate is quoted in the tariff.)

————STATION.

————191 .

WHEREAS the consignment of———— ————tendered by $\frac{me}{us}$, as per forwarding Order No.———— of this date, for despatch by the————Railway Administration or their transport agents or carriers to————station, and for which $\frac{I}{we}$ have received Railway Receipt No.————of same date, is charged at a special reduced rate instead of at the ordinary tariff rate chargeable for such consignment, $\frac{I}{we}$ the undersigned, do, in consideration of such lower charge, agree and undertake to hold the said Railway

[1] *Sic*, but no such translation was published in the Gazette.
[2] Substituted by Notification No. 1851, dated the 27th February, 1907, *see* Gazette of India, 1907, Pt. I, p. 180.

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE INDIAN RAILWAYS ACT, 1890 (IX OF 1890).

Risk Note Forms—*contd.*

Administration and all other Railway Administrations working in connection therewith, and also all other transport agents or carriers employed by them respectively, over whose Railways or by or through whose transport agency or agencies the said goods or animals may be carried in transit from—————————station to—————————station harmless and free from all responsibility for any loss, destruction, or deterioration of, or damage to, the said consignment, from any cause whatever except for the loss of a complete consignment or of one or more complete packages forming part of a consignment due either to the wilful neglect of the Railway Administration, or to theft by or to the wilful neglect of its servants, transport agents or carriers employed by them before, during and after transit over the said Railway or other Railway lines working in connection therewith or by any other transport agency or agencies employed by them respectively for the carriage of the whole or any part of the said consignment, provided the term "wilful neglect" be not held to include fire, robbery from a running train or any other unforeseen event or accident.

Signature of sender—————————

WITNESS.

(Signature)————————— Rank or { Father's name————————— Caste—————————Age—————

(Residence)—————————

WITNESS.

(Signature)————————— Profession—————————

(Residence)————————— Residence—————————

NOTE.—The above form is, for the convenience of the public, translated into the vernacular[1] on the reverse, but the form in English is the authoritative form, and the Railway Administration accepts no responsibility for the correctness of the vernacular translation.

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[1] *Sic*, but no such translation was published in the Gazette.

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE INDIAN RAILWAYS ACT, 1890 (IX OF 1890).

Risk Note Forms—*contd.*

————————RAILWAY.

RISK NOTE, FORM C.

[Approved by the Governor General in Council under section 72 (2) (*b*) of the Indian Railways Act, IX of 1890.]

(To be used when, at sender's request, open wagons, carts or boats are used for the conveyance of goods liable to damage when so carried, and which, under other circumstances, would be carried in covered wagons, carts or boats.)

————————STATION.

————————18 .

Whereas the consignment of———————————————————tendered by $\frac{me}{us}$, as per Forwarding Order No.————of this date, for despatch by the——————————railway administration or their transport agents or carriers to————————station, and for which $\frac{I}{we}$ have received Railway Receipt No.————of same date, is at $\frac{my}{our}$ request loaded in open wagons, carts or boats, to be so carried to destination, $\frac{I}{we}$ the undersigned, do hereby agree and undertake to hold the said railway administration and all other railway administrations working in connection therewith, and also all other transport agents or carriers employed by them respectively, over whose railways or by or through whose transport agency or agencies the said goods may be carried in transit from————————station to——————————————station harmless and free from all responsibility for any destruction or deterioration of, or damage to, the said consignment which may arise by reason of the consignment being conveyed in open wagons, carts or boats during transit over the said railway or other railways working in connection therewith, or during transit by any other transport agency or agencies employed by them, respectively.

Signature of sender————————

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE INDIAN RAILWAYS ACT, 1890 (IX OF 1890).

Risk Note Forms—*contd.*

WITNESS.

(Signature)————— Rank or { Father's name—————

(Residence)————— Caste————Age————

WITNESS.

(Signature)————— Profession—————

(Residence)————— Residence—————

NOTE.—The above form is, for the convenience of the public, translated into the vernacular[1] on the reverse, *but the form in English is the authoritative form*, and the Railway Administration accepts no responsibility for the correctness of the vernacular translation.

———————RAILWAY.

RISK NOTE, FORM D.[2]

[Approved by the Governor General in Council under section 72 (*2*) (*b*) of the Indian Railways Act, IX of 1890.]

(To be used when the sender elects to despatch at a "Special reduced" or "Owner's risk" rate dangerous explosive or combustible articles for which an alternative "Ordinary" or "Risk acceptance" rate is quoted in the tariff.)

———————STATION.

———————191 .

Whereas the consignment of——————————————tendered by $\frac{\text{me}}{\text{us}}$ as per Forwarding Order No.————of this date, for despatch by the Railway Administration or their transport agents or carriers to————Station, and for which $\frac{\text{I}}{\text{we}}$ have received Railway Receipt No.———— of same date, is charged at a special reduced rate instead of at the ordinary tariff rate chargeable for such consignment, $\frac{\text{I}}{\text{we}}$, the undersigned, do, in consideration of such lower charge, agree and undertake to hold the said Railway Administration and all other Railway Administrations

[1] *Sic,* but no such translation was published in the Gazette.

[2] Substituted by Resolution No. 1025-R. T., dated the 10th June, 1912, *see* Gazette of India, 1912, Pt. I, p. 676.

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE INDIAN RAILWAYS ACT, 1890 (IX OF 1890).

Risk Note Forms—*contd.*

working in connection therewith, and also all other transport agents or carriers employed by them, respectively, over whose Railways or by or through whose transport agency or agencies the said goods may be carried in transit from——————station to——————station, harmless and free from all responsibility for any loss, destruction or deterioration of, or damage to, the said consignment from any cause whatever except for the loss of a complete consignment or of one or more complete packages forming part of a consignment due either to the wilful neglect of the Railway Administration or to theft by or to the wilful neglect of its servants, transport agents or carriers employed by them before, during and after transit over the said Railway or other Railway lines working in connection therewith, or by any other transport agency or agencies employed by them, respectively, for the carriage of the whole or any part of the said consignment: provided the term "wilful neglect" be not held to include fire, robbery from a running train or any other unforeseen event or accident.

$\frac{I}{We}$ further agree to accept responsibility for any consequences to the property of the aforesaid Railway Administration(s) and of their transport agents and carriers or to the property of other persons that may be in the course of conveyance, which may be caused by the explosion of or otherwise, by the said consignment, and that all risk and responsibility whether to the Railway Administration(s) or their transport agents and carriers, to their servants or to others, remains solely and entirely with $\frac{me}{us}$.

Signature of sender——————

WITNESS.

(Signature)——————

(Residence)——————

Rank or { Father's name—————— / Caste——————Age——————

WITNESS.

(Signature)——————

(Residence)——————

Profession——————

Residence——————

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[1] *Sic*, but no such translation was published in the Gazette.

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE INDIAN RAILWAYS ACT, 1890 (IX OF 1890).

Risk Note Forms—*contd.*

————————RAILWAY.

RISK NOTE, FORM E.

[Approved by the Governor General in Council under section 72 (*2*) (*b*) of the Indian Railways Act, IX of 1890.]

(To be used when booking elephants or horses of a declared value exceeding Rs. 500 a head; mules, camels or horned cattle Rs. 50 a head; donkeys, sheep, goats, dogs or other animals Rs. 10 a head, without payment of the percentage on value authorised in section 73 of Act, IX of 1890, as amended by section 4 of Act IX of 1890.)

————————STATION.

————————18 .

Whereas $\frac{I}{we}$, the undersigned, have tendered to the———————————————railway administration for despatch to———————————station the animal(s) mentioned below for which $\frac{I}{we}$ have received Railway Ticket No.——————of this date;

And whereas $\frac{I}{we}$ have paid to the said——————————railway administration only their ordinary freight charge without any extra charge for insurance;

And whereas the said railway administration for such ordinary freight charged holds itself responsible for proved damages to (each of) the said animal(s) caused by neglect or misconduct of its servants to the extent of the value mentioned below;

And whereas the said railway administration has notified that it will not be liable for damage or loss arising from fright or restiveness or delay not caused by the negligence or misconduct of its servants, and such condition is accepted by $\frac{me}{us}$;

$\frac{I}{we}$, the undersigned, do, in consideration of the foregoing terms and conditions, hereby agree and undertake that the responsibility of the said railway administration and all other railway administrations work-

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE INDIAN RAILWAYS ACT, 1890 (IX OF 1890).

Risk Note Forms—*contd.*

ing in connection therewith, and also all other transport agents or carriers employed by them respectively, over whose railways or by or through whose transport agency or agencies the said animal(s) may be carried in transit from——————station to—————— station, for the loss, destruction or deterioration of, or damage to (each of) the said animal(s) shall not exceed the value mentioned below:—

ANIMALS.		Value of each.	ANIMALS		Value of each
No.	Description.		No	Description.	
		Rs.			Rs.
..	Elephants	500	..	Donkeys	10
...	Horses	500	...	Sheep	10
...	Mules	50	...	Goats	10
...	Camels	50	...	Dogs	10
...	Horned cattle . . .	50	...	Other animals . . .	10

Signature of sender——————

WITNESS.

(Signature)——————
(Residence)——————

Rank or { Father's name—————— / Caste——————Age——————

WITNESS.

(Signature)—————— Profession——————

(Residence)—————— Residence——————

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[1] *Sic*, but no such translation was published in the Gazette.

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE INDIAN RAILWAYS ACT, 1890 (IX OF 1890).

Risk Note Forms—*contd.*

————————RAILWAY.

RISK NOTE, FORM F.

[Approved by the Governor General in Council under section 72 (*2*) (*b*) of the Indian Railways Act, IX of 1890.]

(To be used when booking horses, mules and ponies, tendered for despatch in cattle trucks or horse wagons instead of in horse boxes.)

————————STATION.

————————18 .

Whereas the consignment of————————————tendered by $\frac{\text{me}}{\text{us}}$, as per Forwarding Order No.————of this date, for despatch by the————railway administration to————————station, and for which $\frac{\text{I}}{\text{we}}$ have received Railway receipt No.————of same date, is at $\frac{\text{my}}{\text{our}}$ request and in consideration of the payment by $\frac{\text{me}}{\text{us}}$ of cattle truck or horse wagon rate in lieu of horse box rate, loaded in cattle trucks or horse wagons instead of horse boxes to be so carried to destination;

And whereas the said railway administration has notified that it will not be liable for damage or loss arising from fright or restiveness or delay not caused by the negligence or misconduct of its servants and such condition is accepted by $\frac{\text{me}}{\text{us}}$;

$\frac{\text{I}}{\text{we}}$, the undersigned, do hereby agree and undertake to hold the said railway administration and all other railway administrations working in connection therewith, over whose railways the said animal(s) may be carried in transit from————————————station to————————station harmless and free from all responsibility in excess of Rs. 50 (per head) for any loss, destruction or deterioration of, or damage to, the said consignment during transit over the said railway or other railways working in connection therewith.

Signature of sender————————

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE INDIAN RAILWAYS ACT, 1890 (IX OF 1890).

Risk Note Forms—*contd.*

WITNESS.

(Signature)——————— Rank or { Father's name———————

(Residence)——————— { Caste——————Age————

WITNESS.

(Signature)——————— Profession———————

(Residence)——————— Residence———————

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For Risk Note, Form G, *see* Schedule III to Notification No. ,dated , p. 286, *supra*.

———————RAILWAY.

RISK NOTE, FORM H.[2]

[Approved by the Governor General in Council under section 72 (2) (*b*) of the Indian Railways Act, IX of 1890.]

(To be used as an alternative to Risk Note, Form B, when a sender desires to enter into a general agreement instead of executing a separate Risk Note for each consignment.)

———————STATION.

———————191 .

Whereas all consignments of goods or animals for which the——————————Railway Administration quotes both Owner's risk or special reduced rates and Railway risk or ordinary rates are (unless $\frac{I}{we}$ shall have entered into a special contract in relation to any particular consignment) despatched by $\frac{me}{us}$ at $\frac{my}{our}$ own risk and are charged for by

[1] *Sic*, but no such translation was published in the Gazette.

[2] Substituted by Notification No. 1851, dated the 27th February, 1907, *see* Gazette of India, 1907, Pt. I, p. 180.

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE INDIAN RAILWAYS ACT, 1890 (IX OF 1890).

Risk Note Forms—*contd.*

the————————Railway. Administration at special reduced or Owner's risk rates, instead of at ordinary tariff or Railway risk rates; $\frac{I}{we}$, the undersigned, in consideration of such consignments being charged for at the special reduced or Owner's risk rates, do hereby agree and undertake to hold the————————Railway Administration and all other Railway Administrations working in connection therewith, and also all other transport agents or carriers employed by them respectively over whose Railways or by or through whose transport agency or agencies the said goods or animals may be carried in transit from———————station to————————station harmless and free from all responsibility for any loss, destruction or deterioration of, or damage to all or any of such consignments from any cause whatever except for the loss of a complete consignment or of one or more complete packages forming part of a consignment due either to the wilful neglect of the railway administration, or to theft by or to the wilful neglect of its servants, transport agents or carriers employed by them before, during and after transit over the said Railway or other Railway lines working in connection therewith or by any other transport agency or agencies employed by them respectively for carriage of the whole or any part of the said consignments: provided the term "wilful neglect" be not held to include fire, robbery from a running train or any unforeseen event or accident.

Signature of sender————————

WITNESS.

(Signature)———————— Rank or { Father's name————————

(Residence)———————— Caste————————Age————

WITNESS.

(Signature)———————— Profession————————

(Residence)———————— Residence————————

NOTE.—The above form is, for the convenience of the public, translated into the vernacular[1] on the reverse, but the form in English is the authoritative form, and the Railway Administration accepts no responsibility for the correctness of the vernacular translation.

[1] *Sic,* but no such translation was published in the Gazette.

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE INDIAN RAILWAYS ACT, 1890 (IX OF 1890).

Risk Note Forms—*contd.*

————————RAILWAY.

RISK NOTE, FORM X.

[Approved by the Governor General in Council under section 72 (2) (*b*) of the Indian Railways Act, IX of 1890.]

(To be used when the sender elects to despatch an "excepted" article or articles specified in the second schedule to the Indian Railways Act, IX of 1890, whose value exceeds one hundred rupees without payment of the percentage on value authorised in section 75 of that Act.)

————————STATION.

————————18 .

Whereas the consignment of————————tendered by $\frac{me}{us}$, as per Forwarding Order No.————————of this date, for despatch by the————————railway administration or their transport agents or carriers to————————station, and for which $\frac{I}{we}$, have received Railway Receipt No.————————of same date, is charged at the ordinary rates for carriage, and whereas $\frac{I}{we}$ have been required to pay, and elected not to pay a percentage on the value of the consignment by way of compensation for increased risk, $\frac{I}{we}$, the undersigned, do therefore agree and undertake to hold the said railway administration and all other railway administrations working in connection therewith and also all other transport agents or carriers employed by them respectively, over whose railways or by or through whose transport agency or agencies the said goods may be carried in transit from————————station to————————station harmless and free from all responsibility for any loss, destruction or deterioration of, or damage to, the said consignment from any cause whatever before, during and after transit over the said railway, or other railway lines working in connection therewith or by any other transport agency or agencies employed by them respectively for the carriage of the whole or any part of the said consignment.

Signature of sender————————

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE INDIAN RAILWAYS ACT, 1890 (IX OF 1890).

Risk Note Forms—*contd.*

WITNESS.

(Signature)——————— Rank or { Father's name———————
(Residence)——————— Caste———————Age———————

WITNESS.

(Signature)——————— Profession———————
(Residence)——————— Residence———————

NOTE.—The above form is, for the convenience of the public, translated into the vernacular[1] on the reverse, *but the form in English is the authoritative form,* and the Railway Administration accepts no responsibility for the correctness of the vernacular translation.

[*See* Gazette of India, 1898, Pt. I, p. 282.]

No. 115, dated the 21st March, 1900.—The following is published for general information:—

Resolution, dated the 12th March, 1900.—The Governor General in Council is pleased to approve under section 72 *(2) (b)* of the Indian Railways Act, IX of 1890, of the use of the enclosed form, with effect from the 1st July, 1900, by railway administrations working railways to which the Indian Railways Act, IX of 1890, applies.

2. In the case of railways to which local Acts similar in scope to the Indian Railways Act, IX of 1890, are applicable, the Governor General in Council is also pleased to approve of the use of the form from the 1st July, 1900, so far as his approval may be necessary under such local Acts.

[1] *Sic,* but no such translation was published in the Gazette.

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE INDIAN RAILWAYS ACT, 1890 (IX OF 1890).

Risk Note Forms—*contd.*

————————RAILWAY.

RISK NOTE, FORM Y.

[Approved by the Governor General in Council under section 72 (2) (*b*) of the Indian Railways Act, IX of *1890*.]

(To be used as an alternative to Risk Note, Form X, when the sender elects to enter into a general agreement for a term not exceeding six months for the despatch of "excepted" articles specified in the second schedule to the Indian Railways Act, IX of 1890, whose value exceeds one hundred rupees without payment of the percentage on value authorised in section 75 of that Act, instead of executing a separate Risk Note for each consignment.)

————————STATION.

————————191 .

Whereas consignments of———————————————————————tendered by $\frac{me}{us}$, for despatch by the——————————railway administration or their transport agents or carriers are charged at the ordinary rates for carriage, and whereas $\frac{I}{we}$ have been required to pay or engage to pay, and elected not to pay or engage to pay, a percentage on the value of the consignments by way of compensation for increased risk, $\frac{I}{we}$, the undersigned, do therefore agree and undertake, except in relation to any particular [illegible] for which $\frac{I}{we}$ may have entered into a special contract, to [illegible] ll the other railway administra- [illegible] l also all other transport agents or carriers employed by them, respectively, over whose railways or by or through whose transport agency or agencies the said goods may be carried in transit, harmless and free from all responsibility for any loss, destruction or deterioration of, or damage to, the said consignments from any cause whatever before, during and after transit over the said railway, or other railway lines working in connection therewith or by any other transport agency or agencies employed by them, respectively, for the carriage of the whole or any part of the said consignments.

Signature of sender————————

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE INDIAN RAILWAYS ACT, 1890 (IX OF 1890).

Risk Note Forms—*concld.*

WITNESS.

(Signature)————— Rank or { Father's name—————
(Residence)————— { Caste————Age————

WITNESS.

(Signature)————— Profession—————

(Residence)————— Residence—————

N.B.—When this Risk Note is used locally, the portions referring to foreign railways must be scored out.

[*See* Gazette of India, 1900, Pt. I, p. 197.]

Notices of accidents on railways.

No. 81, dated the 7th March, 1902.—The following is published for general information:—

Resolution.—The Governor General in Council is accordingly pleased to publish for general information the revised rules annexed hereto and made under sections 84 and 85, respectively, of the Indian Railways Act, 1890 (IX of 1890), regarding notices of, and inquiries into, accidents on railways and the submission of returns relating to such accidents.

In exercise of the powers conferred by section 84 of the Indian Railways Act, 1890 (IX of 1890), and in supersession of the rules published with the Notification of the Government of India in the Public Works Department, No. 170, dated the 30th April, 1895, as subsequently amended by the like Notifications No. 411, dated the 21st November, 1895, and No. 303, dated the 7th July, 1898, the Governor General in Council is pleased to make the following rules regarding notices of, and inquiries into, accidents, namely:—

Notices.

1. The notices mentioned in section 83 of the [1]Indian Railways Act, 1890 (IX of 1890), shall contain the following particulars, namely:—

mileage or station or both, at which the accident occurred;
time and date of the accident;
number and description of the train or trains;
nature of the accident;
number of people killed or injured as far as known;
cause of the accident, as far as known;
probable detention to traffic.

[1] *See* the reprint as modified up to 1st June, 1909.

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

The Indian Railways Act, 1890 (IX of 1890).

Notices of accidents on railways—*contd.*

2. (*1*) In the case of the following accidents, namely:—

(*a*) accidents attended with loss of human life, or with grievous hurt as defined in the [1]Indian Penal Code,* or with serious injury to property, or

(*b*) collisions between trains, of which one is a train carrying passengers, or

(*c*) derailments of any train carrying passengers, or of any part of such a train,

such notices shall be sent by telegraph immediately after the accident has occurred by the Station Master of one or other of the stations between, or of the station at, or, where there is no Station Master, by the railway servant in charge of the section of the railway on which the accident has occurred.

* *Indian Penal Code* (*Act XLV of 1860*), *Section 320*—

The following kinds of hurt only are designated "as grievous."

First.—Emasculation.

Secondly.—Permanent privation of the sight of either eye.

Thirdly.—Permanent privation of the hearing of either ear.

Fourthly.—Privation of any member or joint.

Fifthly.—Destruction or permanent impairing of the powers of any member or joint.

Sixthly.—Permanent disfiguration of the head or face.

Seventhly.—Fracture or dislocation of a bone or tooth.

Eighthly.—Any hurt which endangers life or which causes the sufferer to be, during the space of twenty days, in severe bodily pain, or unable to follow his ordinary pursuits.

(*2*) Notices of accidents described in section 83, clause (*d*), of the Indian Railways Act, 1890 (IX of 1890), namely, accidents of a description usually attended with loss of human life or with such grievous hurt as aforesaid, or with serious injury to property, which do not fall under sub-rule (*1*), shall, in accordance with that section, be given without unnecessary delay, and may be sent by post.

Duties of railway servants.

3. Every railway servant shall report, with as little delay as possible, every accident occurring in the course of working the railway on which he is employed which may come to his notice. Such reports shall be made to the nearest Station Master or, where there is no Station Master, to the railway servant in charge of the section of the railway on which the accident has occurred.

4. (*1*) Whenever an accident such as is described in section 83 of the Indian Railways Act, 1890 (IX of 1890), has occurred in the course of working a railway, the Agent or Manager shall cause an inquiry to

[1] *See* the revised edition as modified up to 1st April, 1903.

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE INDIAN RAILWAYS ACT, 1890 (IX OF 1890).

Notices of accidents on railways—*contd.*

be promptly made by a committee of railway officers (to be called a "joint inquiry") for the thorough investigation of the causes which led to the accident:—

Provided that such inquiry may be dispensed with—

(*a*) if the accident has not been attended with loss of human life or with serious injury to persons or property; or

(*b*) if there is no reasonable doubt as to the cause of the accident; or

(*c*) if one department of the railway intimates that it accepts all responsibility in the matter.

(*2*) Where such inquiry is dispensed with, it shall be the duty of the head of the department of the railway responsible for the accident to make such inquiry (to be called a "departmental inquiry") as he may consider necessary, and if his staff or the system of working is at fault, to adopt or suggest such measures as he may consider expedient for preventing a recurrence of similar accidents.

5. (*1*) Whenever a joint inquiry is to be made, the Agent or Manager shall cause notice of the date and hour at which the inquiry will commence to be given to the following officers, namely:—

(*a*) the Magistrate of the district in which the accident occurred, or such other officer as the Local Government may appoint in this behalf;

(*b*) the Government Inspector appointed under section 4, sub-section (*1*), of the Indian Railways Act, 1890 (IX of 1890), for the section of the railway on which the accident occurred;

(*c*) the Consulting Engineer in administrative charge of the railway when that officer is not the Government Inspector referred to in clause (*b*) of this rule for the section of the railway on which the accident occurred; and

(*d*) the officer in charge of the railway police, or if there are no railway police, the officer in charge of the police-station in the jurisdiction of which the accident occurred.

(2) The date and hour at which the inquiry will commence shall be fixed so as to give the officers mentioned or referred to in sub-rule (*1*) sufficient time to reach the place where the inquiry is to be held.

6. (*1*) As soon as any joint or departmental inquiry has been completed, the President of the Committee or the head of the department,

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE INDIAN RAILWAYS ACT, 1890 (IX OF 1890).

Notices of accidents on railways—*contd.*

as the case may be, shall send to the Agent or Manager a report [1][which in the case of all accidents of the nature described in the explanation to rule 22, sub-rule (*2*), must be submitted] in the form prescribed by [2][rule 25 (*1*)].

(*2*) The Agent or Manager shall forward, with his remarks as to the action it is intended to take in regard to the staff responsible for the accident, or for the revision of the rules or the system of working, a copy of such report—

(*a*) to the officials mentioned in rule 5, sub-rule (*1*), clauses (*b*) and (*c*); and

(*b*) if no inquiry has been made under rule 16, or if a joint or departmental inquiry has been held first, to the Magistrate or officer mentioned in rule 5, sub-rule (*1*), clause (*a*); and

(*c*) if any magisterial inquiry is being made, to the Magistrate making such inquiry.

(*3*) Such copy shall be accompanied—

in the case referred to in clause (*b*) of sub-rule (*2*), by a statement of the persons, if any, whom the Agent or Manager desires to prosecute, and

in the case referred to in clause (*c*) of the same sub-rule, by a copy of the evidence taken at the inquiry.

(*4*) Whenever the Agent or Manager receives a copy of the Government Inspector's report under rule 24, he shall at once acknowledge its receipt. If he differs from the views expressed in the report, he shall at the same time submit his remarks thereon, or if he is not immediately able to do so, he shall, in his acknowledgment of the report, inform the Government Inspector of his intention to submit his remarks later.

(*5*) Whenever the report of the Government Inspector points to the necessity for or suggests a change in any of the rules or in the system of working, the Agent or Manager shall, when acknowledging the report, intimate the action which has been taken, or which it is proposed to take, to prevent a recurrence of similar accidents, or shall inform the Government Inspector of his intention to report further on the Government Inspector's proposals.

7. (*1*) Whenever any accident has occurred in the course of working a railway, the Agent or Manager shall give all reasonable aid to the

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[1] Inserted by Notification No. 395, dated 27th October, 1903, *see* Gazette of India, 1903, Pt I, p. 951.
[2] Substituted by ditto.

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE INDIAN RAILWAYS ACT, 1890 (IX OF 1890).

Notices of accidents on railways—*contd.*

District Magistrate or the Magistrate appointed or deputed under rule 16 and to the Government Inspector, Medical Officers, the Police, and others concerned to enable them promptly to reach the scene of the accident, and shall assist those authorities in making inquiries and in obtaining evidence as to the cause of the accident.

(2) When any inquiry under rule 16 or any judicial inquiry is being made, the Agent or Manager shall arrange for the attendance, as long as may be necessary, at the office or place of inquiry, of all railway servants whose evidence is likely to be required.

8. Whenever any accident has occurred in the course of working a railway, and any offence referred to in section 131 of the Indian Railways Act, 1890 (IX of 1890), has been committed, the Agent or Manager or some officer of the railway nominated by him, or if there be no such officer, the railway officer of highest rank present, may direct the senior police officer or policeman present, or, if there be no member of the police force present, a railway servant, at once to arrest the offender, and no railway servant shall arrest any person under the authority of the said section without such direction except for the purpose of preventing him from making his escape:

Provided that when such offender is a railway servant whose arrest is considered for any reason undesirable, proper precautions shall be taken to prevent his escape.

9. Whenever an accident occurring in the course of working a railway has been attended with serious personal injury, it shall be the duty of the Agent or Manager to afford medical aid to the sufferers, and to see that they are properly and carefully attended to till removed to their home or handed over to the care of their relatives or friends. In any such case, or any case in which any loss of human life or serious personal injury has occurred, the nearest local medical officer should be communicated with if he is nearer than any railway medical officer.

Duties of Police Officers.

10. The railway police may make an investigation into the causes which led to any accident occurring in the course of working a railway and shall do so—

(*a*) whenever any such accident is attended with loss of human life or with grievous hurt as defined in the [1]Indian Penal Code (XLV of 1860) or with serious injury to property, or has *primâ facie* been due to any criminal act or omission; or

[1] Genl. Acts, Vol. I.

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE INDIAN RAILWAYS ACT, 1890 (IX OF 1890).

Notices of accidents on railways—*contd.*

(*b*) whenever the District Magistrate or the Magistrate appointed under rule 16 has given a direction under clause (*c*) of that rule:

Provided that no such investigation shall be made when a magisterial inquiry has been commenced or ordered under rule 16, clause (*a*) or clause (*b*).

11. (*1*) Whenever an investigation is to be made by the railway police—

(*a*) in a case in which an accident is attended with loss of human life or with serious injury to persons or property; or

(*b*) in pursuance of a direction given under rule 16, clause (*c*), the investigation shall be conducted by the officer in charge of the railway police, or if that officer should be unable to conduct the investigation himself, then by an officer to be deputed by him.

(*2*) An officer deputed under sub-rule (*1*) shall ordinarily be an Assistant Superintendent of Police, but if in any case it should be found impracticable to depute an officer of that grade, an Inspector of Police may be deputed [1][in case of accidents coming under clauses (*b*) and (*c*) of Rule 2 (1), and an officer in charge of a police-station in case of those falling under clause (*a*) of the same rule.]

12. The officer who is to conduct an investigation in pursuance of rule 11 shall proceed without delay to the scene of the accident and conduct the investigation there, and shall at once advise the Agent or Manager of the Railway and the Traffic Officer of the district by telegraph of the date and hour at which the investigation will commence, so that, if possible, the presence of a railway official may be arranged for to watch the proceedings and to aid the officer making the investigation. The absence of a railway official must not, however, be allowed to delay the investigation, which should be made as soon as possible after the accident has taken place.

13. (*1*) In every case to which rule 11 applies, immediate information shall be given by the railway police to the district police who, if so required, shall afford all necessary assistance, and shall, if occasion arise, carry the investigation beyond the limits of the railway premises But the railway police are primarily entrusted with the duty of carrying on the investigation within such limits.

[1] Inserted by Notification No. 163, dated the 7th June, 1911, *see* Gazette of India, 1911, Pt. I, p. 453.

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE INDIAN RAILWAYS ACT, 1890 (IX OF 1890).

Notices of accidents on railways—*contd.*

(2) Subject to any provisions elsewhere contained in these rules, the further prosecution of the case, on the conclusion of the police investigation, shall rest with the railway police.

14. The result of every police-investigation shall be reported at once to the Magistrate of the district, or other officer appointed in this behalf by the Local Government, and to the Agent or Manager of the railway.

15. Where there are no railway police, the duties imposed by rules 10, 11, and 12, rule 13, sub-rule (2), and rule 14 on the railway police or on the officer in charge of the railway police, shall be discharged by the district police, or by the District Superintendent of Police, as the case may be.

Duties of Magistrates.

16. Whenever an accident, such as is described in section 83 of the Indian Railways Act, 1890 (IX of 1890), has occurred in the course of working a railway, the District Magistrate or any other Magistrate who may be appointed in this behalf by the Local Government, may either—

(*a*) himself make an inquiry into the causes which led to the accident; or

(*b*) depute a subordinate Magistrate, who, if possible, should be a Magistrate of the first class, to make such an inquiry; or

(*c*) direct an investigation into the causes which led to the accident to be made by the police.

17. Whenever it is decided to make an inquiry under rule 16, clause (*a*) or clause (*b*), the District Magistrate or other Magistrate appointed as aforesaid, or the Magistrate deputed under rule 16, clause (*b*), as the case may be, shall proceed to the scene of the accident and conduct the inquiry there, and shall at once advise the Agent or Manager of the railway and the Government Inspector by telegraph of the date and hour at which the inquiry will commence, so as to enable the railway administration to summon the requisite expert evidence.

18. A Magistrate making an inquiry under rule 16 may summon any railway servant, and any other person whose presence he may think necessary, and, after taking the evidence and completing the inquiry, shall, if he considers there are sufficient grounds for a judicial inquiry, take the requisite steps for bringing to trial any person whom he may consider to be criminally liable for the accident. Whenever technical points are involved, the Magistrate should be careful to call for and take opinion of the Government Inspector or other professional persons.

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE INDIAN RAILWAYS ACT, 1890 (IX OF 1890).

Notices of accidents on railways—*contd.*

19. The result of every inquiry made under rule 16 shall be communicated by the Magistrate to the Agent or Manager of the railway and to the Government Inspector.

20. If, in the course of any judicial inquiry into an accident occurring in the course of working a railway, the Magistrate desires the assistance of the Government Inspector or of the Agent or Manager of the railway, or the attendance of any officer of the railway, to explain any matter relating to railway supervision, management, or working, he will issue a requisition to such officer to attend the court, stating at the same time the nature of the assistance required. In summoning railway servants, the Magistrate will take care not to summon so large a number of the employés, specially of one class on the same day, as to cause inconvenience to the working of the railway. In the case of every serious accident, it will generally be advisable for the Magistrate to receive either the evidence of, or a report from, both the Government Inspector and the Agent or Manager of the railway in regard to the accident before finally concluding the judicial inquiry.

21. On the conclusion of any such judicial inquiry, the Magistrate shall send a copy of his decision to the Agent or Manager of the railway, and shall, unless in any case he thinks it unnecessary to do so, report the result of the inquiry to the Local Government.

Duties of the Government Inspector appointed under section 4, sub-section (1), of the Indian Railways Act, 1890 (IX of 1890).

22. (*1*) Whenever the Government Inspector receives notice under section 83 of the Indian Railways Act, 1890 (IX of 1890), of the occurrence of an accident which he considers of a sufficiently serious nature to justify such a course, he shall report the occurrence direct to the Government of India by telegraph.

(*2*) Every such report shall contain the particulars prescribed by rule 1.

Explanation.—For the purposes of this rule every accident to a train (whether carrying passengers or not) which is attended with loss of human life or serious injury to person or property, shall be deemed to be an accident of a "sufficiently serious nature."

23. (*1*) The Government Inspector shall, whenever he receives notice as aforesaid of an accident which he considers serious enough to warrant an inquiry or investigation being made under any of these rules, proceed to the scene of the accident to note the facts and to inquire generally into the causes which led to the accident. If the Government

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE INDIAN RAILWAYS ACT, 1890 (IX OF 1890).

Notices of accidents on railways—*contd.*

Inspector, after reporting to the Government of India the occurrence of an accident in accordance with rule 22, decides that an inquiry or investigation by himself is not necessary, he shall in every such case advise the Government of India accordingly by letter.

(*2*) Whenever an inquiry under sub-rule (*1*) is made by the Government Inspector, he shall, if practicable, be present at the joint inquiry (if any) made under rule 4, sub-rule (*1*).

24. Whenever the Government Inspector has made an inquiry under rule 23, sub-rule (*1*), or when the Government Inspector disagrees with, or considers it necessary to adversely criticise the report of the joint or departmental inquiry or the working of the railway, he shall submit a report in writing, through the senior Government Inspector, to the Local Government or Administration controlling the railway and to the Government of India, or, in the case of a railway which is directly administered by the State, to the Government of India only, and shall forward a copy of such report to the Agent or Manager of the railway concerned, and if a magisterial inquiry has been made, to the Magistrate who made such inquiry.

25. (*1*) In the case of all [1][accidents of the nature described in the explanation to rule 22, sub-rule (*2*)], the reports referred to in rule 6 and in rule 23, sub-rule (*1*), shall be submitted in the form adopted by the Inspecting Officers of the Board of Trade, in order to admit of their reproduction in a uniform shape in the accident returns, and shall contain:—

(1) a brief description of the accident;

(2) a description of the locality of the accident;

(3) a detailed statement of the evidence taken;

(4) the conclusions arrived at at the joint or departmental inquiry;

(5) an appendix stating the damage done;

(6) (when necessary) a sketch illustrative of the accident; and

(7) in the case of the report submitted by the Government Inspector, the conclusion arrived at by him.

[2](*2*) Reports in connection with accidents which, although coming under section 83 of the Indian Railways Act, 1890 (IX of 1890), are not accidents of the nature described in the explanation to rule 22, sub-rule (*2*), will be submitted to the Government of India only if, in the opinion

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[1] Substituted by Notification No. 395, dated the 27th October, 1903—see Gazette of India, 1903, Pt. I, p. 951.

[2] Sub-rule (*2*) was added by Notification referred to in the first footnote.

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE INDIAN RAILWAYS ACT, 1890 (IX OF 1890).

Notices of accidents on railways—*contd.*

of the senior Government Inspector, they contain features of special importance or requiring special notice. When the senior Government Inspector recommends the publication of such a report, it should be in the form adopted by the Inspecting Officers of the Board of Trade; when not recommended for publication, it may be in the form of a letter explaining, as briefly as possible, the special features which the senior Government Inspector desires to bring to notice.

26. If the Agent or Manager makes any remarks on the Government Inspector's report under rule 6, sub-rules (*4*) and (*5*), or expresses an intention to do so, the Government Inspector shall inform the Government of India, and the Local Government or Administration controlling the railway, of the steps which have been or are proposed to be taken by the railway administration to prevent a recurrence of similar accidents, and whether, in his opinion, further action in the matter is desirable.

27. The Government Inspector shall, as far as possible, assist any Magistrate making an inquiry under rule 16 or a magisterial inquiry, whenever he may be called upon to do so.

28. Nothing in these rules shall be deemed to limit or otherwise affect the exercise of any of the powers conferred on Government Inspectors by section 5 of the Indian Railways Act, 1890 (IX of 1890).

In exercise of the powers conferred by section 85 of the Indian Railways Act, 1890 (IX of 1890), and in supersession of the like rules as published with the Notification of the Government of India in the Public Works Department, No. 303, dated the 7th July, 1898, the Governor General in Council is pleased to issue the following rules with regard to the returns of accidents to be submitted by railway administrations to the Governor General in Council, namely:—

1. The returns shall be prepared in the forms hereto appended, marked, respectively, Parts I to V and Tables 1 and 2, and shall be accompanied by all necessary remarks and explanations by the railway officials by whom they are prepared. The returns shall be submitted not later than three weeks after the close of the year to which they relate. The returns, whether submitted in manuscript or in print shall be set forth on one side of the paper only.

2. The return shall comprise all accidents of the following classes, namely:—

(*a*) all cases of loss of or injury to life or limb from causes connected with the working of railways;

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE INDIAN RAILWAYS ACT, 1890 (IX OF 1890).

Notices of accidents on railways—*contd.*

(*b*) all cases of injury to the permanent-way, stock, or works, whether attended or not by injury to life or limb;

(*c*) all accidents of any kind likely to have endangered life or limb, or to have caused serious loss of property, such, for example, as cases of trains running over chairs placed on the line, or persons falling out of trains, but who are not injured in any way, or of fires in trains not resulting in injury to the way, stock, or works, etc.: Provided that in such cases the following additional rules shall be observed, namely:—

(i) All cases of chairs, stones, or other obstructions placed on the line being met with in the course of working, shall be reported in Part I, but shall not be included in Table No. 2 of the returns, unless the obstructions have been actually run over, and it shall also be recorded whether such articles were supposed to have been maliciously placed on the line so as to have amounted to an attempt at train-wrecking. The object of the inclusion of all cases in Part I is to maintain a complete record of all cases of attempted train-wrecking.

(ii) In case of fire attributed to sparks from the engine, it shall be recorded whether the engine was fitted with a spark-arrester, and, if so, the pattern shall be stated, as also the description of the fuel used. In cases in which there is reason to suppose that the spark escaped from the ash-pan, it shall be stated what, if any, precaution has been taken to check the escape of sparks therefrom.

(iii) Cases of averted collisions shall be reported in Part I, but shall not be included in Table No. 2 of the returns, as they are not accidents for purposes of the accident returns.

(*d*) All cases, without exception, of cattle being thrown off the line or run over: Provided that in such cases the following additional rules shall be observed, namely:—

(i) Whether cattle are actually run over or are merely thrown off the line, all cases of cattle coming in contact with running trains shall be included in the accident returns.

(ii) In cases of cattle being thrown off the line or run over it shall invariably be stated whether the engine was

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE INDIAN RAILWAYS ACT, 1890 (IX OF 1890).

Notices of accidents on railways—*contd.*

fitted with a cow-catcher or cattle guard, and, if so, the pattern shall be specified.

(iii) if more than one head of cattle are run over at one time, *i.e.*, in one accident, they shall not be counted as different accidents, but as one accident.

(iv) The condition of the fencing shall also be reported in every case.

3. The following classes of railway servants shall be included in the returns, namely:—

(*a*) all persons employed in stations including police;

(*b*) all persons employed in the maintenance of way and works, exclusive of men entertained for special works, that is for railway works involving no risk from the working of trains, *e.g.*, the construction of spurs in a river on which railway work-people are employed; and

(*c*) all persons employed on trains or running engines, also all gate-keepers.

Explanation.—For the purposes of this rule, the average number of servants employed should be arrived at by adding the numbers employed on the first day of each month, and dividing the total by twelve.

4. Accidents described in rule 2, clauses (*b*) and (*c*), which are of a trivial nature, such as petty accidents in shunting, failure of springs, or bursting open of points by trains, resulting in no further damage or accident, small land-slips not interrupting traffic, etc., need not be included in the returns. All accidents shall, however, be recorded in the office of the Agent or Manager of the railway concerned, it being left to that officer to decide which of them may be omitted from the returns as trivial.

5. In cases where one accident might appropriately be classified under more than one head (such as breakage of an axle causing derailment), the classification shall be in accordance with the primary cause of the accident, and the same accident shall not be classified under more than one head.

6. In cases of failure of couplings it shall invariably be stated if the vehicles were fitted with safety side chains and, if so, whether the train was dragged along by means of the said chains, or whether both couplings and side chains parted.

7. Under the heading "10—*Trains running over obstruction on the line*" only such accidents shall be entered as are caused by trains running over obstructions (*e.g.*, sleepers, rails, stones, etc., placed on the line)

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE INDIAN RAILWAYS ACT, 1890 (IX OF 1890).

Notices of accidents on railways—*contd.*

other than those caused by the accidental misplacement of railway appliances in the ordinary course of working. Accidents due to trains, etc., mounting scotch blocks, or other misplaced railway appliances, or travelling over split or trailing points, etc., and resulting in derailments or collisions, shall be shown under these respective heads.

8. Accidents connected with the bursting of boilers shall be shown separately from those connected with the bursting of tubes. A detailed account of each recorded case of the bursting of a boiler shall invariably be given in the form marked Part I.

9. Interruptions to traffic owing to several breaches near together caused by floods occurring on the same day (*i.e.*, from the same cause) shall be treated as one accident; the separate breaches shall not be treated as separate accidents.

10. Failure of engines due to want of water, fire-bars melting and dropping in the ash-pan owing to excessive heat, etc., shall be classified under head "25—Other accidents."

11. As mixed trains are considered passenger trains for purposes of the accident returns, accidents to mixed trains shall be treated as occurring to passenger trains.

12. In classifying accidents in column 3 on page 2 of the form marked Part I, the word "Serious" shall be entered above the number in order to show which accidents were reported to the Local Government under section 83 of the Indian Railways Act, 1890 (IX of 1890).

13. With reference to column "Number of passengers and others" in Table No. 2, where persons other than passengers are killed or injured, the facts shall be stated in a footnote.

14. All cases of "Failure of tyres," "Failure of axles," "Failure of wheels," "Broken rails," "Running through level-crossing gates, over cattle or other obstructions," and "Floods" shall be entered in the general return, Part I, the columns for killed and injured being left blank when such occurrences have led to no personal injury.

15. Casualties from causes unconnected with railway working, such as deaths of passengers in carriages or at stations, etc., from natural causes, or to other persons such as falling into wells, cases of drowning in wells or ponds, etc., within the station-limits of a railway shall not be included in Part IV of the returns, nor shall slight abrasions or bruises which are incidental to a man's ordinary duties be included in this part.

16. Accidents on open lines of railway not coming under any of the classified heads in the forms marked Parts I, II and III, but which have caused loss of human life or personal injury shall be entered in the form marked Part IV.

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE INDIAN RAILWAYS ACT, 1890 (IX OF 1890).

Notices of accidents on railways—*concld.*

17. Cases of persons falling out of trains but not injured shall be reported in Part II, but the columns "Killed" and "Injured" against such entries may be left blank.

18. In the forms marked Parts I to V those accidents only shall be entered which have occurred during the year to which the returns relate; the specimen entries in the said forms explain the nature of the accidents which shall be included therein.

NOTE.—Forms, marked Parts I to V, referred to in these rules do not seem to be of sufficient general importance to be reproduced here They are printed at page 202 to 211 of the Gazette of India for 1902, Pt. I.

19. (*1*) Accidents to trains of a railway exercising running powers over another shall be treated, for the purposes of these returns, as accidents of the line owning the trains, as accidents of this nature are compared with the train mileage run by each line.

(*2*) Accidents at joint stations shall be similarly treated. Other accidents at joint stations or on lines on which running powers are exercised, shall be included in the returns of the working or owning line.

20. Accidents occurring:—

(*a*) in railway workshops, or

(*b*) on new works not open for traffic, or

(*c*) on lines under construction, or

(*d*) on lines not used for the public carriage of passengers, animals or goods; or

(*e*) to steamers or flats working in connection with railways, sh[…] be entered in the briefest possible manner in Part V […] and not entered in any other Parts or Tables of the r[…] Accidents of the nature referred to in this rule sh[…] when necessary, be reported in accordance with t[…] sions of the [1]Indian Factories Act, 1881 (XV of […]

[*See* Gazette of India, 1902, Pt. I, p. 193.]

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Liability of Railway Administrations to pay Municipal

No. 9977, dated the 29th November, 1907.—In purs[…] (1), section 135 of the Indian Railways Act, 1890 (IX of […] supersession of the Notifications of the Government of India […]

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Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE INDIAN RAILWAYS ACT, 1890 (IX OF 1890).

Delegation of powers to Local Governments—*concld.*

(2) *Section 48.*—All the powers and functions of the Governor General in Council, only in cases where the railways concerned are under the control of one and the same Local Government.

(3) *Section 54.*—All the powers and functions of the Governor General in Council.

(4) *Section 5; section 51, clauses (a), (b), (c), (d), and (e); and section 55.*—All the powers and functions of the Governor General in Council.

(5) *Section 63.*—The power of determining the vernacular languages in which the maximum number of passengers to be carried in each compartment shall be exhibited.

(6) *Section 83.*—The power of notifying the Magistrates and Police officers to whom notices of railway accidents are to be given.

[*See* Gazette of India, 1890, Pt. I, p. 438.]

Extension of Act except section 135 to the Shahdara (Delhi)-Saharanpur Light Railway.

No. 5752, dated the 5th July, 1907.—In exercise of the power conferred by section 146 of the Indian Railways Act, 1890 (IX of 1890), the Governor General in Council is pleased to extend the whole of the said Act, except section 135, to the Shahdara (Delhi) Saharanpur Light Railway.

[*See* Gazette of India, 1907, Pt. I, p. 569.]

Articles added to Second Schedule of Act.

No. 247, dated the 12th June, 1894.—In exercise of the powers conferred by clause (*s*) of the second schedule to the Indian Railways Act (IX of 1890), the Governor General in Council is pleased to declare that the following articles shall be added to the said schedule,—namely, narcotic preparations of hemp.

[*See* Gazette of India, 1894, Pt. I, p. 370.]

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE INDIAN RAILWAYS ACT, 1890 (IX OF 1890).

Articles added to Second Schedule of Act—*concld.*

No. 464, dated the 3rd November, 1896.—In exercise of the powers conferred by clause (*s*) of the second schedule to the Indian Railways Act (IX of 1890), the Governor General in Council is pleased to declare that the following articles shall be added to the said schedule,—namely, jade, jadestone, and amber.

[*See* Gazette of India, 1896, Pt. I, p. 914.]

No. 537, dated the 29th December, 1899.—In exercise of the powers conferred by clause (*s*) of the second schedule to the Indian Railways Act, 1890 (IX of 1890), the Governor General in Council is pleased to declare that crude India rubber shall be added to the said schedule.

[*See* Gazette of India, 1899, Pt. I, p. 1116.]

No. 5, dated the 4th January, 1901.—In exercise of the power conferred by clause (*s*) of the second schedule to the Indian Railways Act, 1890 (IX of 1890), the Governor General in Council is pleased to declare that feathers shall be added to the said schedule.

[*See* Gazette of India, 1901, Pt. I, p. 22.]

No. 228, dated the 7th November, 1912.—In exercise of the powers conferred by the Notification of the Government of India in the Department of Commerce and Industry, No. 801, dated the 24th March 1905, the Railway Board sanction, under clause (*s*) of the second schedule to the Indian Railways Act, 1890 (IX of 1890), the addition of "Itr" to the said Second Schedule.

[*See* Gazette of India, 1912, Pt. I, p. 1250.]

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE INDIAN TARIFF ACT, 1894 (VIII OF 1894).

Duties on sugar imported into British India.

No. 1327-S. R., dated the 20th March, 1899.—In exercise of the powers conferred by section 8-A of the Indian Tariff Act, 1894 (VIII of 1894, as amended by Acts III of 1896 and XIV of 1899), the Governor General in Council is pleased to impose, with effect from this date, the following further duties, in addition to those chargeable under No. 8 of the fourth schedule to the said Act, upon the importation into British India of sugar of the kinds hereinafter specified, produced in or exported from the countries hereinafter mentioned under bounties as hereinafter determined and declared, whether the same is imported directly from the country of production or otherwise, and whether it is imported in the same condition as when exported from the country of production or has been changed in condition by manufacture or otherwise:—

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE INDIAN TARIFF ACT, 1894 (VIII OF 1894).

Duties on sugar imported into British India—*contd.*

Countries.	Kinds of Sugar.	Bounties bestowed.	Additional duties to be levied.
			Per cwt. Rs. A. P.
[1] Austria-Hungary	Sugar under 93 per cent. and of at least 88 per cent. polarization.	1·37 florins per 100 kilograms	0 14 0
	Sugar under 99½ per cent. and of at least 93 per cent. polarization.	1·46 florins per 100 kilograms	0 15 0
	Sugar of at least 99½ per cent. polarization	2·10 florins per 100 kilograms	1 5 0
Belgium	Raw sugar	4·50 francs per 100 kilograms	1 6 0
	Refined	5·36 francs per 100 kilograms	1 10 0
France	Raw sugars from 65 to 98 per cent. polarization for beet-root sugars or 65 to 97 per cent. for French colonial sugar.	10·82 francs per 100 kilograms of refined sugar of 100 per cent.* polarization.	3 4 0
	Sugar candies	11·51 francs per 100 kilograms	3 7 6

* The output of refined sugar from raw is computed by deducting from the polarization of the raw sugar twice the glucose, four times the ashes, and one and a half per cent. *for loss in refining.*

[1] Entries relating to the Argentine Republic and Denmark were cancelled by Notification No. 5727—40, dated the 27th July, 1912, *Gazette of India*, 1912, Part I, page 786, and Notification No. 2681—21, dated the 6th April, 1912, *Gazette of India*, 1912, Part I, page 400, respectively.

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE INDIAN TARIFF ACT, 1894 (VIII OF 1894).

Duties on sugar imported into British India—*contd.*

Countries.	Kinds of Sugar.	Bounties bestowed.	Additional duties to be levied.
			Per cwt. Rs. A. P.
France	Refined sugars in loaf or crushed clear, hard and dry.	11·51 francs per 100 kilograms . .	3 7 6
	Raw and refined sugars in grains or crystals of a minimum standard of 98 per cent. polarization.	11·17 francs per 100 kilograms . .	3 6 0
Germany . . .	Raw sugar of at least 90 per cent. polarization and refined sugar under 98 per cent. and of at least 90 per cent. polarization.	2·50 marks per 100 kilograms . .	0 15 3
	Candy and sugar in white, hard loaves, blocks, crystals, etc., of at least 99½ per cent. polarization.	3·55 marks per 100 kilograms . .	1 6 0
	All other sugar of at least 98 per cent. polarization.	3 marks per 100 kilograms . .	1 2 0
Holland . . .	[1][Raw sugar produced in Holland from beet-roots.	1·38 florins per 100 kilograms of hard refined.*	0 14 0
	Sugar refined from beet-root raw sugar produced in Holland.	1·57 florins per 100 kilograms . .	0 15 11

* The output of refined sugar from raw is computed by deducting from the polarization of the raw sugar twice the glucose, four times the ashes, and one and a half per cent. for loss in refining.

[1] Substituted by Notification No. 817-S. R., dated the 7th February, 1902, see Gazette of India, 1902, Pt. I, p. 137.

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

The Indian Tariff Act, 1894 (VIII of 1894).

Duties on sugar imported into British India—*concld.*

Countries.	Kinds of Sugar.	Bounties bestowed.	Additional duties to be levied.
			Per cwt. Rs. A. P.
Holland—*contd.*	Sugar refined from imported raw sugar.	·19 florins per *100 kilograms in addition* to bounty, if any, allowed on the raw sugar by the country of production.	0 1 11 in addition to countervailing *duty, if any,* on the raw sugar.]
	Refined beet-root sugars	0·2946 florins per 100 kilograms of hard refined, in addition to above rate.	0 3 0 in addition to above rate.
	Refined sugar from materials other than *beet-root raw sugar.*		
Russia	Sugar of at least 99 per cent polarization.	0·50 rouble per pood (36·113 lb. avoir*dupois*).	3 11 0
	Sugar of less than 99 per cent polarization, but not less than 88 per cent.	0·44 rouble per pood	3 4 0
	Sugar of less than 88 per cent. but not less than 75 per cent.	0·38 rouble per pood	2 13 0

[*See* Gazette of India, 1899, Pt. I, p. 190.]

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE INDIAN TARIFF ACT, 1894 (VIII OF 1894).

Assessment of sugar duties.

No. 3447-S. R., dated the 28th July, 1899.—In exercise of the powers conferred by section 8A of the Indian Tariff Act (VIII of 1894, as amended by Acts III of 1896 and XIV of 1899), the Governor General in Council is pleased to make the following rules regarding the assessment of the additional duties on sugar imported from countries where differential rates of bounty are payable according to percentage of polarization:—

(1) If the importer declares that bounty has been paid on the sugar imported at the highest rate shown for the country of production or export in the Notification of the Government of India in the Finance and Commerce Department [1]No. 1327-S. R., dated the 20th March, 1899, the corresponding rate of additional duty shall be levied and it shall not be necessary to have the sugar tested in India.

(2) If the importer declares that the bounty was paid at any rate below the highest, the sugar shall be tested.

(3) The object of the test shall be to enable the Collector of Customs to determine the class in which the sugar should be deemed to have been placed for the payment of bounty; and the additional duty shall be assessed at the rate corresponding to the rate of bounty which the result of the test, in the opinion of the Collector of Customs, indicates as the rate of bounty paid. The additional duty shall be collected at the rate assessed by the Collector of Customs under this rule, unless the importer shall produce documentary evidence to the satisfaction of the Collector that the bounty was actually paid at a lower rate when the additional duty shall be collected at the rate corresponding to such lower rate of bounty.

[*See* Gazette of India, 1899, Pt. I, p. 704.]

Remission of duties leviable on sugar from any country which is a party to the Brussels Sugar Convention of 1902.

No. 7249-S. R., dated the 2nd December, 1903.—In exercise of the power conferred by sections 8A and 8B of the Indian Tariff Act, 1894 (VIII of 1894), as amended by Acts XIV of 1899, VIII of 1902 and

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[1] *Supra*, p. 1314.

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE INDIAN TARIFF ACT, 1894 (VIII OF 1894).

Remission of duties leviable on sugar from any country which is a party to the Brussels Sugar Convention of 1902—*contd.*

XII of 1903, the Governor General in Council is pleased to direct that the duties leviable in pursuance of the said sections shall be remitted in respect of sugar produced in any country which is a party to the Brussels Sugar Convention of 1902:

Provided that the sugar is imported into British India:—

(*a*) direct from the country of production; or

(*b*) through another country which is also a party to the said Convention, without having been transhipped at, or unloaded in, or carried through, any country which is not a party to the said Convention;

and is, in either case, accompanied by a certificate in such form and signed by such authorities as the Governor General in Council may by rule prescribe, certifying that it was produced after the 31st day of August, 1903, and that it has not received, and is not entitled to receive, any bounty, direct or indirect, on production or as a result of exportation.

[*See* Gazette of India, 1903, Pt. I, p. 1003.]

Remission of duty on Russian Sugar.

No. 8152—7, dated the 1st September, 1908.—For Notification by the Government of India in the Department of Commerce and Industry, No. 7991—7, dated the 26th August, 1908, *substitute* the following, namely:—

No. 7991—7, dated the 26th August, 1908.—In exercise of the power conferred by sections 8A and 8B of the Indian Tariff Act, 1894 (VIII of 1894), as subsequently amended, the Governor General in Council is pleased to direct that the duties leviable in pursuance of the said sections shall be remitted, with effect from the 1st September, 1908, in respect of sugar produced in Russia, provided that such sugar is imported into British India—

(*a*) direct from the country of production; or

(*b*) through another country which is also a party to the Brussels Sugar Convention of 1902, without having been transhipped at, or unloaded in, or carried through, any country which is not a party to the said Convention;

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE INDIAN TARIFF ACT, 1894 (VIII OF 1894).

Remission of duty on Russian Sugar—*contd.*

and provided also that it is accompanied by a certificate of origin, such as is required in respect of sugar produced in other countries, which are parties to the Brussels Sugar Convention of 1902.

[*See* Gazette of India, 1908, Pt. I, p. 821.]

Certificates of production of sugar imported from countries which are parties to the Brussels Sugar Convention of 1902.

No. 7251-S. R., dated the 2nd December, 1903.—In exercise of the powers conferred by sections 8A, 8B and 8C of the Indian Tariff Act, 1894 (VIII of 1894), as amended by Acts XIV of 1899, VIII of 1902 and XII of 1903, the Governor General in Council is pleased to make the following rules in continuation of the rules published in the Notification of the Government of India in the Finance and Commerce Department, [1]No. 4439-S. R., dated the 14th August, 1902, regarding certificates of production of sugar imported from countries which are parties to the Brussels Sugar Convention of 1902, namely:—

1. Certificates of production shall be signed by an authority specially appointed in this behalf by the Government of the country of production, and such certificates shall be countersigned by the British consular representative at the port of shipment or at the place from which the sugar is despatched.

2. The certificate shall be in Form A appended, and shall contain information as to the following matters, namely:—

(*a*) the date of production of the sugar, that is, the date when the sugar was finally produced in the form in which it was exported;

(*b*) particulars as to the marks borne by the consignment, and such information as to the quantity, weight and quality as may be sufficient for its identification; and

(*c*) a declaration that the sugar has not received, and is not entitled to receive, any bounty, direct or indirect, on production or as a result of exportation.

3. Such certificates must be issued not later than the day of despatch of the sugar from the country of production.

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[1] *See* now Notification No. 3610—4, dated the 25th May, 1909, *infra*, p. 1322.

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE INDIAN TARIFF ACT, 1894 (VIII OF 1894).

Certificates of production of sugar imported from countries which are parties to the Brussels Sugar Convention of 1902—*contd.*

FORM A.

I, A. B. of (a)———do solemnly declare that the undermentioned consignment of sugar was produced on the *(b)*——————: day of *(c)*—————— at my factory at *(d)*——————

(*a*) Insert address and description.
(*b*) Insert day of the month
(*c*) Insert month and year.
(*d*) Insert name of the place and country.

and that it has not received and is not entitled to receive, any bounty, direct or indirect, on production or as a result of exportation.

Manufacturer's signature.

Certified that the above declaration is true.

Signature of authority specially appointed to sign such certificates.

Countersigned.

Signature of British consular representative at port of shipment or place of despatch.

Details of consignment.

————cwt. of $\frac{\text{beet}}{\text{cane}}$ sugar, of——————degrees of polarization, packed in————bags, marked and addressed as follows:—

[*See* Gazette of India, 1903, Pt. I, p. 1004.]

Rate of duty on sugar from Austria-Hungary and Germany.

No. 3131-S. R., dated the 6th June, 1902.—In exercise of the powers conferred by section 8B, sub-section *(1)*, of the Indian Tariff Act, 1894 (VIII of 1894), as amended by the Indian Tariff (Amendment) Act, 1902 (VIII of 1902), the Governor General in Council is pleased to

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE INDIAN TARIFF ACT, 1894 (VIII OF 1894).

Rate of duty on sugar from Austria-Hungary and Germany—*concld.*

impose a special duty, at the rates set forth in the schedule hereto annexed, upon all sugar imported into British India from the countries mentioned in the said schedule, whether the same is imported directly from the country of production or otherwise, and whether it is imported in the same condition as when exported from the country of production, or has been changed in condition by manufacture or otherwise.

The Schedule.

Country.	Rate of special duty per cwt.		
	Rs.	A.	P.
Austria-Hungary	3	3	9
Germany	2	13	9

[*See* Gazette of India, 1902, Pt. I, p. 415.]

Rules for the identification of sugar chargeable with additional or special duty.

No. 3610—4, dated the 25th May, 1909.—In exercise of the powers conferred by section 8A, sub-section (*2*), and section 8B, sub-section (*3*), of the Indian Tariff Act, 1894 (VIII of 1894), as amended by the Indian Tariff Amendment Act, 1899 (XIV of 1899), the Indian Tariff (Amendment) Act, 1902 (VIII of 1902), the Indian Tariff (Amendment) Act, 1903 (XII of 1903), and the Tariff Act, 1904 (XI of 1904), and in supersession of the rules for the identification of sugar published in the Notification of the Government of India in the Finance and Commerce Department, No. 4439-S. R., dated the 14th August, 1902, as amended by the Notification in that Department No. 5202-Exc., dated the 15th August, 1904, and by the Notifications in this Department No. 523, dated the 10th March, 1905, and No. 1351—7, dated the 21st February, 1906, the Governor General in Council is pleased to make the following rules for the identification of sugar chargeable with an additional or

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE INDIAN TARIFF ACT, 1894 (VIII OF 1894).

Rules for the identification of sugar chargeable with additional or special duty—*contd.*

special duty imposed under sub-section (*1*) of the said sections, respectively, and for the assessment and collection of such additional or special duty, namely:—

RULES.

1. For the purposes of these rules, unless there is anything repugnant in the subject or context, "Customs-port," "Chief Customs authority," "Customs Collector," "owner" and "public warehouse" have the meanings respectively assigned to them in the Sea Customs Act, 1878 (VIII of 1878).

2. Where any sugar is imported into any Customs-port, the owner shall declare to the Customs Collector in what country such sugar was produced, and shall furnish him with such other information as may be necessary to enable him correctly to assess the additional or special duty (if any) chargeable under sub-section (*1*) of section 8A or 8B, respectively, of the Indian Tariff Act, 1894 (VIII of 1894).

3. (*1*) Where the information required by rule 2 is not furnished, the Customs Collector shall deposit and detain the sugar in such part of the Custom house premises as he may deem suitable.

(*2*) The owner of any sugar deposited and detained under sub-rule (*1*) may, at any time, clear such sugar on payment of the additional or special duty leviable thereon and of the other charges payable to the Customs Collector, whether for wharfage-fees or otherwise, in respect of the same.

(*3*) For the purposes of sub-rule (*2*) and for the purpose of calculating the surplus payable to the owner under section 88 of the Sea Customs Act, 1878, the additional or special duty leviable upon any sugar deposited and detained under sub-rule (*1*) shall, if the information necessary for the correct assessment of the additional or special duty leviable thereon has not been furnished, be assessed at such rate not exceeding the highest rate of additional or special duty leviable upon any class of sugar as the Governor General in Council may, by general or special order, fix in this behalf.

4. The Customs Collector may accept the information required by these rules in any form which he may consider sufficient; and he shall accept it if given in the form and manner hereinafter prescribed.

5. Where sugar is imported into any Customs port from a bonded warehouse in the United Kingdom, or, being refined sugar, has been imported on payment of duty into the United Kingdom and exported

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE INDIAN TARIFF ACT, 1894 (VIII OF 1894).

Rate of duty on sugar from Austria-Hungary and Germany—*concld.*

impose a special duty, at the rates set forth in the schedule hereto annexed, upon all sugar imported into British India from the countries mentioned in the said schedule, whether the same is imported directly from the country of production or otherwise, and whether it is imported in the same condition as when exported from the country of production, or has been changed in condition by manufacture or otherwise.

The Schedule.

Country.	Rate of special duty per cwt.		
	Rs.	A.	P.
Austria-Hungary	3	3	9
Germany	2	13	9

[*See* Gazette of India, 1902, Pt. I, p. 415.]

Rules for the identification of sugar chargeable with additional or special duty.

No. 3610—4, dated the 25th May, 1909.—In exercise of the powers conferred by section 8A, sub-section *(2)*, and section 8B, sub-section *(3)*, of the Indian Tariff Act, 1894 (VIII of 1894), as amended by the Indian Tariff Amendment Act, 1899 (XIV of 1899), the Indian Tariff (Amendment) Act, 1902 (VIII of 1902), the Indian Tariff (Amendment) Act, 1903 (XII of 1903), and the Tariff Act, 1904 (XI of 1904), and in supersession of the rules for the identification of sugar published in the Notification of the Government of India in the Finance and Commerce Department, No. 4439-S. R., dated the 14th August, 1902, as amended by the Notification in that Department No. 5202-Exc., dated the 15th August, 1904, and by the Notifications in this Department No. 523, dated the 10th March, 1905, and No. 1351—7, dated the 21st February, 1906, the Governor General in Council is pleased to make the following rules for the identification of sugar chargeable with an additional or

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE INDIAN TARIFF ACT, 1894 (VIII OF 1894).

Rules for the identification of sugar chargeable with additional or special duty—*contd.*

special duty imposed under sub-section (*1*) of the said sections, respectively, and for the assessment and collection of such additional or special duty, namely:—

RULES.

1. For the purposes of these rules, unless there is anything repugnant in the subject or context, "Customs-port," "Chief Customs authority," "Customs Collector," "owner" and "public warehouse" have the meanings respectively assigned to them in the Sea Customs Act, 1878 (VIII of 1878).

2. Where any sugar is imported into any Customs-port, the owner shall declare to the Customs Collector in what country such sugar was produced, and shall furnish him with such other information as may be necessary to enable him correctly to assess the additional or special duty (if any) chargeable under sub-section (*1*) of section 8A or 8B, respectively, of the Indian Tariff Act, 1894 (VIII of 1894).

3. (*1*) Where the information required by rule 2 is not furnished, the Customs Collector shall deposit and detain the sugar in such part of the Custom house premises as he may deem suitable.

(*2*) The owner of any sugar deposited and detained under sub-rule (*1*) may, at any time, clear such sugar on payment of the additional or special duty leviable thereon and of the other charges payable to the Customs Collector, whether for wharfage-fees or otherwise, in respect of the same.

(*3*) For the purposes of sub-rule (*2*) and for the purpose of calculating the surplus payable to the owner under section 88 of the Sea Customs Act, 1878, the additional or special duty leviable upon any sugar deposited and detained under sub-rule (*1*) shall, if the information necessary for the correct assessment of the additional or special duty leviable thereon has not been furnished, be assessed at such rate not exceeding the highest rate of additional or special duty leviable upon any class of sugar as the Governor General in Council may, by general or special order, fix in this behalf.

4. The Customs Collector may accept the information required by these rules in any form which he may consider sufficient; and he shall accept it if given in the form and manner hereinafter prescribed.

5. Where sugar is imported into any Customs port from a bonded warehouse in the United Kingdom, or, being refined sugar, has been imported on payment of duty into the United Kingdom and exported

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE INDIAN TARIFF ACT, 1894 (VIII OF 1894).

Rules for the identification of sugar chargeable with additional or special duty—*contd.*

thence without drawback to any Customs-port, the owners shall furnish the Customs Collector with a certificate in Form A.

6. Where refined sugar, having passed through a refinery in the United Kingdom, is imported from the United Kingdom into any Customs-port, the owner shall furnish the Customs Collector with a certificate in Form B.

7. (*1*) In the case of any sugar—

(*a*) which, though nominally imported into the United Kingdom has merely passed through a port in the United Kingdom in transit to be re-exported thence to any Customs-port in the same or another bottom; or

(*b*) which has been imported into any Customs-port from any country other than the United Kingdom;

the owner shall furnish the Customs Collector with one of the following documents, namely:—

(*i*) where the sugar was produced in the country from which it was exported either to the United Kingdom or direct to India, a certificate by the exporter or shipper in Form C;

(*ii*) where the sugar was produced in a country other than that from which it was exported either to the United Kingdom or direct to India, a certificate by the shipper or exporter in Form D.

(*2*) Where any sugar referred to in sub-rule (*1*) has been exported from a port in any country other than the United Kingdom or any British Possession to the United Kingdom or to any Customs-port, the certificate shall be attested by the British Consular Officer at the port in such country.

(*3*) Where, in any case referred to in sub-rule (*2*), the British Consular Officer so desires, the certificate shall have been approved and communicated to him by a local Chamber of Commerce.

(*4*) Where in any case referred to in sub-rule (*2*), the sugar is alleged to be the produce of a country which is a party to the Brussels Sugar Convention of 1902, a certificate granted by a duly authorised Customs Officer of that country as to the origin of the sugar shall be accepted as sufficient proof of its origin.

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

The Indian Tariff Act, 1894 (VIII of 1894).

Rules for the identification of sugar chargeable with additional or special duty—*contd.*

FORM A.

(Rule 5.)

Certificate of Origin for Sugar not manufactured in the United Kingdom.

I, the undersigned Collector of Customs, do hereby certify that the Sugar designated below is about to be exported in the vessel———————— to (*a*)————————, destined for (*b*)———————————————, and that the said Sugar is the produce of (*c*)————————————

Number and description of packages.		Marks.	Numbers.	Net weight in cwts.	Description of Sugar, whether beet or cane.	Polarization.
Number.	Description.					

(Signature)————————

Collector of Customs.
(in the United Kingdom).

Port of————————

Date————————

Official Stamp.

Directions :—

(*a*) *Port to which shipped.*
(*b*) *Country of destination.*
(*c*) *Country of production.*

The validity of this Certificate expires twelve months from the date thereof. This Certificate is not applicable to Sugar in transit.

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

The Indian Tariff Act, 1894 (VIII of 1894).

Rules for the identification of sugar chargeable with additional or special duty—*contd.*

FORM B.

(Rule 6.)

Certificate of Origin for Sugar manufactured in the United Kingdom.

I, the undersigned Collector of Customs, do hereby certify that the Sugar designated below is about to be exported in the vessel—————— ——————to (*a*)——————, destined for (*b*)—————— ——————, and that the said Sugar has been manufactured in the United Kingdom from Raw Sugar originating in——————

Number and description of packages		Marks.	Numbers.	Net weight in cwts.	Description of Sugar, whether beet or cane.	Polarization.
Number.	Description.					

(Signature)——————

Collector of Customs.
(in the United Kingdom).

Port of——————

Date——————

Official Stamp.

Directions :—

(*a*) *Port to which shipped.*

(*b*) *Country of final destination.*

The validity of this Certificate expires twelve months from the date thereof. This Certificate is not applicable to Sugar in transit.

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE INDIAN TARIFF ACT, 1894 (VIII OF 1894).

Rules for the identification of sugar chargeable with additional or special duty—*contd.*

FORM C.

Declaration by the Exporter or Shipper at a Foreign Port as to the origin of Sugar produced in the country from which it was exported either to the United Kingdom, or direct to India.

[*Rule 7, sub-head* (*i*).]

I, *A. B.*,
declare that the consignment of cwt. of $\frac{\text{beet}}{\text{cane}}$ Sugar, of degrees of polarization, in bags, marked and addressed as follows: and shipped on 190 , per steamer , consigned to Messrs. & Co. of (*a*) , was produced in (*b*)

(*a*) Insert name of port in the $\frac{\text{U. K.}}{\text{India}}$
(*b*) Insert name of country of export.

Signature of the Exporter or Shipper.

Certified that I believe the above declaration to be true.

Signature of Consul at Foreign Port of exportation.

FORM D.

Declaration by the Exporter or Shipper at a Foreign Port as to the Origin of Sugar produced elsewhere than in the country of export.

[*Rule 7, sub-head* (*ii*).]

I, *A. B.*,
declare that the consignment of cwt. of $\frac{\text{beet}}{\text{cane}}$ Sugar, of degrees of polarization, in bags marked and addressed as follows:
and shipped on 190 , per steamer ,

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE INDIAN TARIFF ACT, 1894 (VIII OF 1894).

Rules for the identification of sugar chargeable with additional or special duty—*contd.*

(*a*) Insert name of port in the U. K. / India.
(*b*) Insert country of production.
(*c*) Insert name of country.
(*d*) Insert port of shipment.
(*e*) Insert name of place whence the sugar was exported in transit.
(*f*) Insert port of shipment.

consigned to Messrs. & Co. of (*a*) was produced in (*b*) and exported thence in bond on the for transit through (*c*) to (*d*) for shipment to India.

I produce and annex to this declaration the bills of lading and other relevant documents attested by the Customs and other officials at (*e*) and at (*f*)

Signature of the Exporter or Shipper.

Certified that I have examined the documents mentioned and believe the foregoing declaration to be true.

Signature of Consul at Foreign Port of exportation.

[*See* Gazette of India, 1909, Pt. I, p. 429.]

No. 2026-S. R., dated the 25th March, 1904.—With reference to section 8B, sub-section (*3*) of the Indian Tariff Act, 1894 (VIII of 1894), as amended by Acts VIII of 1902 and XI of 1904, the Governor General in Council is pleased to declare the amount, as ascertained and determined by him of the excess referred to in sub-section (*1*) of the said section to be, in the case of the countries mentioned in the first column of the schedule hereto annexed, the sums specified in the third column of the said schedule for the kinds of sugar specified in the second column thereof.

2. In exercise of the powers conferred by sub-section (*1*) of the said section 8B, the Governor General in Council is pleased to impose with effect from the 1st April, 1903, a special duty at the rates specified in the fourth column of the said schedule, upon sugar of the kinds described in the second column, when imported into British India from the countries mentioned in the first column, whether the same is imported directly from the country of production or otherwise and whether it is imported in the same condition as when exported from the country of production or has been changed in condition by manufacture or otherwise.

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE INDIAN TARIFF ACT, 1894 (VIII OF 1894).

Rules for the identification of sugar chargeable with additional or special duty—*concld.*

The Schedule.

Countries.	Kinds of Sugar	Amount of excess per cwt	Rate of special duty per cwt.
(1)	(2)	(3)	(4)
[1]Argentine Republic . .	Refined Sugar	10 14 10	5 7 5
	Unrefined Sugar . .	8 1 4	4 0 8
Russia	Refined Sugar	19 4 4	9 10 2
	Unrefined Sugar . . .	11 15 8	5 15 10

Duty on Salted Fish.

No. 1548, dated the 24th March, 1898.—In exercise of the power conferred by the Indian Tariff Act, VIII of 1894, and in supersession of the Notification in the Finance and Commerce Department, No. 3493, dated the 12th August, 1893, the Governor General in Council directs that on and from the date of this Notification a duty at the rate of six annas a maund of 82⅐ lbs. avoirdupois shall be levied on salted fish, dry and wet, imported into any customs port from any place beyond the limits of British India.

[*See* Gazette of India, 1894, Pt. I, p. 171.]

Steam tramways included in term "Railway" in Article 93 of Schedule 4 of Act, 1894.

[2] *No. 2470-S. R., dated the 12th June, 1896.*—The Governor General in Council is pleased to declare that, with effect from the 27th December, 1894, the Steam Tramway constructed between Tezpur and Balipara in the Darrang District of Assam shall, for the purposes of Article 93 of Schedule IV of the Indian Tariff Act (VIII of 1894), as amended by

[1] [illegible] lled by Notification No. 2681—21, dated the [illegible] I, p. 400.

[2] [illegible] ely local railways and tramways, they are included as their provisions would be a guide to officials at customs ports in the case of material imported for them.

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE INDIAN TARIFF ACT, 1894 (VIII OF 1894).

Steam tramways included in term "Railway" in Article 93 of Schedule 4 of Act, 1894—*contd.*

Acts XVI of 1894 and III of 1896, be included in the term "Railway" as used in the said article.

[*See* Gazette of India, 1896, Pt. I, p. 454.]

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[1] *No. 2087-S. R., dated the 18th April, 1902.*—The Governor General in Council is pleased to declare that the Bukhtiarpur-Behar Tramway shall, for the purposes of item No. 58 of Schedule IV of the Indian Tariff Act, 1894 (VIII of 1894), as amended by Acts XVI of 1894 and III of 1896, be included in the term "Railway" as used in the said item.

[*See* Gazette of India, 1902, Pt. I, p. 291.]

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[1] *No. 930-S.R., dated the 9th February, 1904.*—The Governor General in Council is pleased to declare that the Barasat-Basirhat Tramway shall, for the purposes of item No. 59 of Schedule IV of the Indian Tariff Act, 1894 (VIII of 1894), as amended by the Indian Tariff Act (1894), Amendment Act, 1896 (III of 1896), be included in the term "Railway" as used in the said item.

[*See* Gazette of India, 1904, Pt. I, p. 145.]

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[1] *No. 6529-S.R., dated the 13th October, 1904.*—In exercise of the power conferred by the proviso to Article 59 of Schedule IV to the Indian Tariff Act, 1894 (VIII of 1894), the Governor General in Council is pleased to declare that the Tarakeshwar-Magra Tramway (now known as the Tarakeshwar-Magra Light Railway) including the Tribeni Branch of that Tramway, shall be deemed to be included in that Article.

[*See* Gazette of India, 1904, Pt. I, p. 780.]

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[1] *No 6658-S.R., dated the 20th October, 1904.*—In exercise of the power conferred by the proviso to Article 59 of Schedule IV to the Indian Tariff Act, 1894 (VIII of 1894), the Governor General in Council is pleased to declare that the Jagatballabhpur-Antpur extension of the Howrah-Amta Tramway (known as the Howrah-Amta Light Railway) shall be deemed to be included in that Article.

[*See* Gazette of India, 1904, Pt. I, p. 800.]

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[1] *See* footnote 2 on previous page.

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE INDIAN TARIFF ACT, 1894 (VIII OF 1894).

Steam tramways included in term "Railway" in Article 93 of Schedule 4 of Act, 1894—*concld.*

[1] *No. 809-81, dated the 31st January, 1906.*—In exercise of the power conferred by the proviso to Article 60 of Schedule IV of the Indian Tariff Act, 1894 (VIII of 1894), the Governor General in Council is pleased to declare that the Matheran Light Steam Tramway shall be deemed to be included in that Article.

[*See* Gazette of India, 1906, Pt. I, p. 74.]

Inclusion of the Basirhat-Chingrihatta (Hosanabad) Extension of the Baraset-Basirhat Light Railway in Article 60 of Schedule IV of the Act.

[1] *No. 5212—77, dated the 17th July, 1909.*—In exercise of the power conferred by the proviso to Article 60 of Schedule IV to the Indian Tariff Act, 1894 (VIII of 1894), the Governor General in Council is pleased to declare that the Basirhat-Chingrihatta (Hosanabad) Extension of the Baraset-Basirhat Light Railway shall be deemed to be included in that Article.

[*See* Gazette of India, 1909, Pt. I, p. 603.]

Inclusion of the Balliaghatta-Pattipukur Extension of the Barasat-Basirhat Light Railway in Article 60 of Schedule IV of the Act.

[1] *No. 1828—23, dated the 7th March, 1910.*—In exercise of the power conferred by the proviso to Article 60 of Schedule IV to the Indian Tariff Act, 1894 (VIII of 1894), the Governor General in Council is pleased to declare that the Balliaghatta-Pattipukur Extension of the Barasat-Basirhat Light Railway shall be deemed to be included in that Article.

[*See* Gazette of India, 1910, Pt. I, p. 237.]

Inclusion of the Pipar Road-Bilara Tramway in Article 60 of Schedule IV of the Act.

[1] *No. 5013—56, dated the 6th July, 1912.*—In exercise of the power conferred by the proviso to Article 60 of Schedule IV of the Indian

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[1] *See* footnote 2 on p 1329, *supra.*

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE INDIAN TARIFF ACT, 1894 (VIII OF 1894).

Inclusion of the Pipar Road-Bilara Tramway in Article 60 of Schedule IV of the Act —*contd.*

Tariff Act, 1894 (VIII of 1894), the Governor General in Council is pleased to declare that the Pipar Road-Bilara Tramway shall be deemed to be included in that Article.

[*See* Gazette of India, 1912, Pt. I, p. 742.]

Inclusion of the Buthidaung-Maungdaw Tramway in Article 60 of Schedule IV of the Act.

No. 5815-72, dated, the 26th July, 1913.—In exercise of the power conferred by the proviso to Article 60 of Schedule IV of the Indian Tariff Act, 1894 (VIII of 1894), the Governor-General in Council is pleased to declare that the Buthidaung-Maungdaw Tramway shall be deemed to be included in that Article.

[*See* Gazette of India, 1913, Pt. I, p. 718.]

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE PRISONS ACT, 1894 (IX OF 1894).

Prison-offences.

Resolution No. 12 Jails—500-510, dated 31st August, 1896.—With reference to the provisions contained in section 46, clauses (*4*), (*6*) and (*7*), of the Prisons Act (IX of 1894), the Governor General in Council is pleased to make the following rules to regulate the punishment of prison-offences by loss of privileges admissible under the remission system and the imposition of handcuffs and fetters:—

[1]*Part I.—Loss of privileges admissible under the remission system for the time being in force.*

For a prison offence any one of the following punishments involving loss of privileges admissible under the remission system may be awarded:—

(*a*) Forfeiture of remission earned.

(*b*) Temporary forfeiture of class, grade or prison privileges.

(*c*) Temporary or permanent reduction from a higher to a lower class or grade.

(*d*) Temporary or permanent exclusion from the remission system.

Provided that:—

No order directing the forfeiture of remission in excess of nine days or the exclusion of a prisoner from the remission system for a period exceeding three months shall take effect without the previous sanction of the Inspector-General.

Part II.—The imposition of handcuffs.

1. Handcuffs imposed by way of punishment for prison-offences shall be iron bar-handcuffs weighing, with lock, not more than 2lb. each, or swivel with spring-catch handcuffs weighing not more than $1\frac{1}{4}$lb. each, or chain handcuffs weighing not more than 1lb. each.

2. Handcuffs may be imposed:—

(*a*) on the wrists in front by day or night for a period of not more than twelve hours at a time, with intervals of not less than twelve hours between each period, and for not more than four consecutive days or nights;

(*b*) on the wrists behind by day only for a period of not more than six hours in any day of twenty-four hours, and for not more than four consecutive days;

[1] Substituted by Resolution No. 161—172, dated the 25th June, 1903 (not published in the Gazette).

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE PRISONS ACT, 1894 (IX OF 1894).

Prison-offences—*contd.*

(*c*) by attaching the handcuffs affixed on the prisoner's wrists to a staple in front of the prisoner by day for not more than seven consecutive days and for not more than nine hours on each day, with an interval of at least one hour after the handcuffs have been so attached for not less than three, or more than five, hours:

Provided that such staple shall not be higher than the prisoner's shoulder nor lower than his waist, and that no prisoner shall be attached by handcuffs to a staple except in the presence of other prisoners.

3. A prisoner while undergoing punishment in handcuffs shall be under complete shelter from the sun.

Part III.—The imposition of fetters.

1. The following classes of fetters may be used in prisons:—

(*a*) Link fetters composed of a chain and ankle-rings. The total weight of such fetters, including ankle-rings, shall not exceed 3lb. and the chain shall be not less than two feet in length.

(*b*) Bar-fetters composed of two bars joined together by a link and attached to ankle-rings. The total weight of such fetters, including the ankle-rings, shall not exceed 5lb., and each bar shall be not less than twenty inches in length.

(*c*) Cross-bar fetters composed of a single bar for the purpose of keeping the legs apart and of ankle-rings. The total weight of such fetters, including ankle-rings, shall not exceed 2½lb. The length of the bar shall not exceed sixteen inches in the case of men who are not less than five feet six inches in height, or fourteen inches in the case of men below this height.

2. The maximum period for which fetters may be continuously imposed shall be:—

(*a*) in case of linked fetters, twelve months;

(*b*) in the case of bar-fetters, six months;

(*c*) in the case of cross-bar fetters, two hundred and forty hours.

A period of at least ten days must elapse after fetters of any kind have been imposed as a punishment for a prison-offence before they can be

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE PRISONS ACT, 1894 (IX OF 1894).

Prison-offences—*contd.*

again imposed as a punishment for another prison-offence, whether of the same kind or not.

In exercise of the powers conferred by section 59 of the Prisons Act (IX of 1894) and of all other powers in that behalf, the Governor General in Council is pleased to make the following rules under *clauses* (*1*), (*3*), (*4*), (*5*) and (*6*) of that section for all the territories to which the said Act extends:—

Part I.—Prison-offences [*clause* (*1*)].

The following acts are forbidden, and every prisoner who wilfully commits any of the following acts shall be deemed to have wilfully disobeyed the regulations of the prison, and to have committed a prison-offence within the meaning of section 45 of the said Act:—

(1) Talking during working hours, or talking loudly, laughing, or singing at any time after having been ordered by an officer of the prison to desist;

(2) Quarrelling with any other prisoner;

(3) Secreting any article whatever;

(4) Showing disrespect to any jail officer or official visitor;

(5) Making groundless complaints;

(6) Answering untruthfully any question put by an officer of the prison or an official visitor;

(7) Holding any communication (in writing, by word of mouth, or otherwise) with an outsider, with a prisoner of the opposite sex, civil or under-trial prisoner, or a prisoner of a different class in disobedience of the regulations of the prison;

(8) Abetting the commission of any prison-offence;

(9) Omitting to assist in the maintenance of discipline by reporting any prison-offence, or to give assistance to an officer of the prison when called on to do so;

(10) Doing any act or using any language calculated to wound or offend the feelings and prejudices of a fellow-prisoner;

(11) Doing any act calculated to create any unnecessary alarm in the minds of the prisoners or officers of the prison;

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE PRISONS ACT, 1894 (IX OF 1894).

Prison-offences—*contd.*

(12) Leaving without permission of an officer of the prison the gang to which he is attached, or the part of the prison in which he is confined;

(13) Leaving without permission of an officer of the prison the ward, the yard, the place in file, the seat or berth assigned to him;

(14) Loitering about the yards, or lingering in the wards when these are open;

(15) Omitting or refusing to march in file when moving about the prison;

(16) Visiting the latrines or bathing platforms except at stated hours or without permission of an officer of the prison, or resorting unnecessarily to the night latrine, or omitting or refusing to employ dry earth in the manner directed by the prison regulations;

(17) Refusing to eat the food prescribed by the prison diet scale;

(18) Eating or appropriating any food not assigned to him, or taking from, or adding to the portions assigned to, other prisoners;

(19) Removing without permission of an officer of the prison food from the cook room or godowns or from the place where meals are served, or disobeying any orders as to the issue and distribution of food and drink;

(20) Wilfully destroying food, or throwing it away without orders;

(21) Introducing into food or drink anything likely to render it unpalatable or unwholesome;

(22) Omitting or refusing to wear the clothing given to him, or exchanging any portion of it for the clothing of other prisoners, or losing, discarding, damaging, or altering any part of it;

(23) Removing, defacing, or altering any distinctive number, mark or badge attached to, or worn on, the clothing or person;

(24) Omitting or refusing to keep the person clean, or disobeying any order regulating the cutting of hair or nails;

(25) Omitting or refusing to keep clothing, blankets, bedding, fetters, neck-rings, neck-tickets, iron cups or platters clean, or disobeying any order as to the arrangement or disposition of such articles;

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE PRISONS ACT, 1894 (IX OF 1894).

Prison-offences—*contd.*

(26) Tampering in any way with prison locks, lamps or lights or other property with which he has no concern;

(27) Stealing the prison clothing or any part of the prison kit of any other prisoner;

(28) Committing a nuisance in any part of the prison;

(29) Spitting on or otherwise soiling any floor, door, wall, or other part of the prison building or any article in the prison;

(30) Wilfully befouling the wells, latrines, washing or bathing places;

(31) Damaging the trees and vegetables in the garden of the jail, or maltreating the prison cattle;

(32) Omitting or refusing to take due care of all prison property entrusted to him;

(33) Omitting or refusing to take due care of, or injuring, destroying or misappropriating, the materials and implements entrusted to him for work;

(34) Omitting to report at once any loss, breakage or injury which he may accidentally have caused to prison property or implements;

(35) Manufacturing any article without the knowledge or permission of an officer of the prison;

(36) Performing any portion of the task allotted to another prisoner, or obtaining the assistance of another prisoner in the performance of his own task;

(37) Appropriating any portion of the task performed by another prisoner;

(38) Mixing or adding any foreign substance to the materials issued for work;

(39) Wilfully causing to himself any illness, injury or disability;

(40) Causing, or omitting to assist in suppressing, violence or insubordination of any kind;

(41) Taking part in any attack upon any prisoner or officer of the prison;

(42) Omitting or refusing to help any officer of the prison in case of an attempted escape or of an attack upon such officer or upon another prisoner;

(43) Disobeying any lawful order of an officer of the prison or omitting or refusing to perform duties in the manner prescribed.

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE PRISONS ACT, 1894 (IX OF 1894).

Prison-offences—*contd.*

[1] *Part II.—The classification of punishments [clause (3)].*

The punishments enumerated in section 46 of the said Act, including those prescribed by the Governor General in Council under section 46, clauses (*4*), (*6*) and (*7*) shall be classified into minor and major punishments.

The following punishments shall be considered minor punishments:—

(1) Formal warning;

(2) Change of labour to some more irksome or severe form;

(3) Forfeiture of remission earned not exceeding three days;

(4) Forfeiture of class, grade, or prison privileges for a period not exceeding three months;

(5) Temporary reduction from a higher to a lower class or grade;

(6) Penal diet;

(7) Solitary confinement for not more than 48 hours;

(8) Cellular confinement for not more than 7 days;

(9) Separate confinement for not more than 14 days;

(10) Imposition of handcuffs otherwise than by handcuffing a prisoner behind or to a staple;

(11) Imposition of link-fetters for not more than 30 days, and

(12) Substitution of gunny or other coarse clothing for the portion of the ordinary prison dress which is not woollen.

The following punishments shall be considered major punishments:—

(1) Hard labour in the case of prisoners not sentenced to rigorous imprisonment;

(2) (*a*) Forfeiture of remission earned, exceeding 3 but not exceeding 9 days;

(*b*) Forfeiture of remission earned, in excess of 9 days;

(*c*) Forfeiture of class, grade, or prison privileges for a period exceeding 3 months;

(*d*) Exclusion from the remission system for a period not exceeding 3 months;

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[1] Substituted by Resolution No. 161—172, dated the 25th June, 1908 (not published in the Gazette). These are not statutory rules but executive instructions.

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE PRISONS ACT, 1894 (IX OF 1894).

Prison-offences—*contd.*

(*e*) Exclusion from the remission system for a period exceeding 3 months;

(*f*) Permanent reduction from a higher to a lower class or grade;

(3) Solitary confinement for a period exceeding 48 hours;

(4) Cellular confinement for a period exceeding 7 days;

(5) Separate confinement for a period exceeding 14 days;

(6) Link-fetters, if imposed for more than 30 days;

(7) Bar-fetters;

(8) Cross-bar fetters;

(9) Handcuffing behind or to a staple;

(10) Penal diet combined with solitary confinement for more than 48 hours;

(11) Whipping; and

(12) Any combination of minor punishments admissible under section 47 of the Act.

NOTE.—The major punishments 2 (*b*) and 2 (*e*) and any combination of the major punishments 2 (*b*), 2 (*c*) and 2 (*e*) shall not be awarded by the Superintendent of a prison without the previous sanction of the Inspector-General of Prisons.

Part III.—The circumstances in which an act constituting both a prison-offence and an offence under the [1]Indian Penal Code may or may not be dealt with as a prison-offence [*clause* (*4*)].

1. When in the opinion of the Superintendent any of the following offences are established against any prisoner, he shall refer the case to the Magistrate exercising jurisdiction for inquiry in accordance with the [2]Code of Criminal Procedure, 1882:—

(1) Offences punishable under sections 147, 148 and 152 of the Indian Penal Code.

(2) Offences punishable under sections 222, 223 and 224 of the Indian Penal Code.

(3) Offences punishable under sections 304A, 309, 325 and 326 of the Indian Penal Code.

(4) Any offence triable exclusively by the Court of Session.

[1] For Act XLV of 1860, see the reprint of the Act as modified up to 1st June, 1910, Genl. Acts, Vol. I.

[2] *See* now the Code of Criminal Procedure, 1898 (V of 1898), Genl. Acts, Vol. V

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE PRISONS ACT, 1894 (IX OF 1894).

Prison-offences—*contd.*

2. It shall be in the discretion of the Superintendent to determine with respect to any other act which constitutes both a prison-offence and an offence under the Indian Penal Code, whether he will use his own powers of punishment, or move the Magistrate exercising jurisdiction to inquire into it in accordance with the [1]Code of Criminal Procedure, 1882.

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[2]*Part IV.—The shortening of sentences by the grant of remissions [clause (5)].*

1. These rules apply to the whole of British India, inclusive of British Baluchistan, and the Sonthal parganas.

2. In these rules—

(*a*) "prisoner" includes a person committed to prison in default of furnishing security to keep the peace or be of good behaviour;

(*b*) "class 1 prisoner" means a thag, a robber by administration of poisonous drugs or a professional, hereditary or specially dangerous criminal convicted of heinous organized crime, such as dacoity;

(*c*) "class 2 prisoner" means a dacoit or other person convicted of heinous organized crime, not being a professional, hereditary, or specially dangerous criminal;

(*d*) "class 3 prisoner" means a prisoner other than a class 1 or class 2 prisoner;

(*e*) "sentence" means a sentence as finally fixed on appeal revision or otherwise, and includes an aggregate of more sentences than one and an order of committal to prison in default of furnishing security to keep the peace or be of good behaviour;

(*f*) "life convict" means—

(*i*) a class 1 or class 2 prisoner whose sentence amounts to twenty five years' imprisonment, or

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[1] *See* now the Code of Criminal Procedure, 1898 (V of 1898), Genl. Acts, Vol. V.

[2] Inserted by Resolution No. 161—172, dated the 25th June, 1908 (not published in the Gazette). These rules took effect from the 1st January, 1909.

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE PRISONS ACT, 1894 (IX OF 1894).

Prison-offences—*contd.*

(*ii*) a class 3 prisoner whose sentence amounts to twenty years' imprisonment.

[1]NOTE.—The case of all life-convicts and of all prisoners sentenced to more than 14 years' imprisonment or transportation or to transportation and imprisonment for terms exceeding in the aggregate 14 years shall, when the term of imprisonment undergone, together with any remission earned under the rules amounts to 14 years, be submitted for the orders of the Local Government in accordance with the instructions contained in the Home Department Resolution No. 159—67 (Jails), dated the 6th September, 1905.

3. No remission shall be earned in respect of any sentence of transportation or imprisonment under section 2 of the Frontier Murderous Outrages Regulation, 1901 (IV of 1901), passed on a person above the age of fifteen years.

4. No ordinary remission shall be earned in the following cases, namely:—

(1) in respect of any sentence of imprisonment amounting, exclusive of any sentence passed in default of payment of fine, to less than one year;

(2) in respect of any sentence of simple imprisonment except for any continuous period not being less than one month during which the prisoner labours voluntarily;

(3) in respect of any sentence passed on a prisoner for an offence committed after admission to jail under sections 147, 148, 152 or 224 of the Indian Penal Code[2] or section 52 of the Prisons Act, 1894[3];

(4) in respect of any sentence passed on a prisoner for an assault committed after admission to jail on a convict warder, warder or official.

[1] NOTE.—The intention of rule 4 (*1*) is that if a prisoner's sentence or total of sentences is reduced on appeal to less than one year he shall cease to be eligible for ordinary remission under these rules, and any remission that he may have earned prior to the reduction of his sentence or sentences shall be forfeited. See in this connection the definition of "sentence" in rule 2 (*e*).

5. The Superintendent may, with the previous sanction of the Inspector-General, re-admit to the remission system any prisoner who has been removed therefrom under rules framed under section 59, clause

[1] This and the following notes should not be regarded as part of the statutory rules. They have merely been inserted for convenience of reference and with the object of assisting in the interpretation of the rules.

[2] Genl. Acts, Vol. I.

[3] Genl. Acts, Vol. IV.

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE PRISONS ACT, 1894 (IX OF 1894).

Prison-offences—*contd.*

(3) of the Act. Such a prisoner shall earn remission under these rules from the commencement of the month following such re-admission.

6. Ordinary remission shall be awarded on the following scale:—

(*a*) one day per month for thoroughly good conduct and scrupulous attention to all prison regulations;

(*b*) two days per month for industry and the due performance of the daily task imposed.

EXPLANATION.—A prisoner who, by reason of being at court, in hospital, in transit from one jail to another, or in an invalid gang which does not perform daily labour, or for any two or more of these reasons combined, is absent from work for the period of one whole calendar month, shall be debarred from earning remission for that month under clause (*b*), but remission under clause (*a*) shall be awarded according to the prisoner's conduct during the time he has actually been present in jail.

7. In lieu of the remission allowed under rule 6, convict warders shall receive 8 days' ordinary remission per month, convict overseers six days per month, and convict night watchmen four days per month.

8. Subject to the provisions of rule 5, remission under rule 6 shall be calculated from the first day of the calendar month next following the date of the prisoner's sentence; any prisoner who, after having been released on bail or because his sentence has been temporarily suspended is afterwards re-admitted to jail, shall be brought under the remission system on the first day of the calendar month next following his re-admission, but shall be credited on his return to jail with any remission which he may have earned previous to his release on bail or the suspension of his sentence. Remission under rule 7 shall be calculated from the first day of the next calendar month following the appointment of the prisoner as convict warder, convict overseer or convict night watchman.

9. Prisoners employed on prison services, such as cooks and sweepers, who work on Sundays and holidays, may be awarded two days' ordinary remission per quarter in addition to any other remission earned under these rules.

10. Any prisoner eligible for remission under these rules who, for a period of one year reckoned from the first day of the quarter following the date of his sentence or the date on which he was last punished for a prison offence, has committed no prison offence whatever, shall be awarded fifteen days' ordinary remission in addition to any other remission earned under these rules.

11. Ordinary remission shall be awarded by the Superintendent or, subject to his control and supervision and to the provisions of rule 12,

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE PRISONS ACT, 1894 (IX OF 1894).

Prison-offences—*contd.*

by the Deputy Superintendent, Jailor, Deputy Jailor or any other officer specially empowered in that behalf by him.

12. An officer awarding ordinary remission shall, before making the award, consult the prisoner's history-ticket in which every offence proved against the prisoner must be carefully recorded.

If a prisoner has not been punished during the quarter otherwise than by a formal warning, he shall be awarded the full ordinary remission for that quarter under rule 6, or, if he is a convict officer, under rule 7.

If a prisoner has been punished during the quarter otherwise than by a formal warning, the case shall be placed before the Superintendent, who, after considering the punishment or punishments awarded, shall decide what amount of remission shall be granted under rule 6, or, if the convict is a convict officer, under rule 7. All remissions recorded on the prisoner's history-ticket shall be entered quarterly on the remission sheet (or card).

13. The award of ordinary remission shall be made, as nearly as possible, on 1st January, 1st April, 1st July and 1st October, and the amount shall be intimated to the prisoner and recorded on his history-ticket. Remission granted to a prisoner under rule 10 shall be recorded on his history-ticket as soon as possible after it is awarded.

14. No prisoner shall receive ordinary remission for the calendar month in which he is released.

15. Special remission may be given to any prisoner other than a prisoner undergoing a sentence referred to in rule 3 for special services, as for example:—

(1) assisting in detecting or preventing breaches of prison discipline or regulations;

(2) success in teaching handicrafts;

(3) special excellence in, or greatly increased outturn of, work of good quality;

(4) protecting an officer of the prison from attack;

(5) assisting an officer of the prison in the case of outbreak of fire or similar emergency;

(6) economy in wearing clothes.

16. Special remission may be awarded—

(*a*) by the Superintendent to an amount not exceeding 30 days in one year;

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE PRISONS ACT, 1894 (IX OF 1894).

Prison-offences—*contd.*

(*b*) by the Inspector-General or the Local Government to an amount not exceeding 60 days in one year.

EXPLANATION.—For the purpose of this rule years shall be reckoned from the date of sentence, and any fraction of a year shall be reckoned as a complete year.

17. An award of a special remission shall be entered on the history-ticket of the prisoner as soon as possible after it is made, and the reasons for every award of special remission by a Superintendent shall be briefly recorded.

18. The total remission awarded to a prisoner under all these rules shall not, without the special sanction of the Local Government, exceed one-fourth part of his sentence.

19. In calculating the date of release of a prisoner the number of days of remission earned shall be converted into months and days, at the rate of thirty days to each month.

[1]20. When a life-convict who is either—

(*a*) a class I prisoner, or

(*b*) a class II or class III prisoner, with more than one sentence or,

(*c*) a prisoner in whose case the Local Government has passed an order forbidding his release without reference to it,

has earned such remission as would entitle him to release but for the provisions of this rule, the Superintendent shall report accordingly to the Local Government in order that his case may be considered with reference to section 401 of the Code of Criminal Procedure, 1898.[2]

21. Save as provided by rule 20, when a prisoner has earned such remission as entitles him to release, the Superintendent shall release him.

[3] NOTE TO RULES 20 AND 21.—The intention of these rules is (*a*) that the cases of class I life-convicts, of class II or class III life-convicts who have more than one sentence for offences committed either before their admission to jail or while in jail, and of any other life-convicts in whose cases the Local Government may have deemed it desirable, should be submitted for the special orders of the Local Government as to whether release should be granted and if so, on what conditions (such conditions must, it should be noted, be prescribed by order under section 401, Code of Criminal Procedure); and (*b*) that all other convicts should, on the expiry of their sentences less the periods of remission earned, be released unconditionally without any special orders from the Local Government.

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[1] Substituted by Resolution No. 234—245, dated the 12th July, 1910 (not published in the gazette).

[2] Genl. Acts, Vol. V.

[3] *See* footnote 1 on p. 1341.

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

The Prisons Act, 1894 (IX of 1894).

Prison-offences—*contd.*

22. When a prisoner is released under rule 21, the total amount of remission earned by him shall be endorsed on his warrant, and the endorsement shall be signed by the Superintendent.

23. When a prisoner is transferred to another jail, the total amount of remission earned by him up to the end of the preceding quarter shall be endorsed on his warrant and entered on his history-ticket, these entries being signed by the Superintendent.

The receiving jail shall be responsible that the above information is duly obtained. Each jail at which a prisoner serves a portion of his sentence shall be held responsible for the correct calculation of the remission earned in that jail.

24. Remission sheets (or cards) shall be retained in the office of a jail for a period of one year after the release of the prisoner to whom they relate or his transfer to another jail.

Part V.—The use of arms against any prisoner or a body of prisoners in the case of an outbreak or attempt to escape [clause (G)].

1. Any officer of the prison may use a sword, bayonet, fire-arm or any other weapon against any prisoner escaping or attempting to escape: Provided that resort shall not be had to the use of any such weapon unless such officer has reasonable ground to believe that he cannot otherwise prevent the escape.

2. Any officer of the prison may use a sword, bayonet, fire-arm or any other weapon on any prisoner engaged in any combined outbreak or in any attempt to force or break open the outer gate or enclosure wall of the prison, and may continue to use such weapon so long as such combined outbreak or attempt is being actually prosecuted.

3. Any officer of the prison may use a sword, bayonet, fire-arm or any other weapon against any prisoner using violence to any officer of the prison or other persons: Provided that such officer has reasonable ground to believe that the officer of the prison or other person is in danger to life or limb, or that other grievous hurt is likely to be caused to him.

4. Before using fire-arms against a prisoner under the authority conveyed in rule (*1*) of this Part, the officer of the prison shall give a warning to the prisoner that he is about to fire on him.

5. No officer of the prison shall, in the presence of his superior officer, use arms of any sort against a prisoner in the case of an outbreak or attempt to escape except under the orders of such superior officer.

[Not published in Gazette.]

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

The Repealing and Amending (Army) Act, 1894 (XIII of 1894).

Date of operation of Act.

No. 1019, dated the 2nd November, 1894.—In exercise of the powers conferred by section 1, sub-section (2), of the Repealing and Amending (Army) Act (XIII of 1894), the Governor General in Council is pleased to appoint the first day of April, 1895, as the date on which the said Act shall come into force.

[*See* Gazette of India, 1894, Pt. I, p. 603.]

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE PILGRIM SHIPS ACT, 1895 (XIV OF 1895).

Date of operation of Act.

No. 259, dated the 5th October, 1896.—In exercise of the power conferred by section 3 of the Pilgrim Ships Act (XIV of 1895), the Governor General in Council is pleased to appoint the sixth day of October, 1896, as the day on which the said Act shall come into force.

[*See* Gazette of India, 1896, Pt. I, p. 800.]

Persons under 12 and over one year of age.

No. 261, dated the 5th October, 1896.—In exercise of the power conferred by section 5, clause (*1*), of the Pilgrim Ships Act (XIV of 1895), the Governor General in Council is pleased to direct that, in the computation of pilgrims for the purposes of the said Act and the rules thereunder, two persons of the age of one year and upwards and under the age of twelve years shall, unless otherwise expressly provided, count as one pilgrim.

[*See* Gazette of India, 1896, Pt. I, p. 800.]

Space between decks for each pilgrim.

No. 2145, dated the 17th September, 1897.—In exercise of the power conferred by section 19, sub-section (*1*), of the Pilgrim Ships Act, 1895 (XIV of 1895), and in supersession of the orders contained in the notification of the Government of India in the Home Department No. 260, dated the 5th October, 1896, the Governor General in Council is pleased to order that every pilgrim ship shall contain at least sixteen superficial feet and ninety-six cubic feet of space available for each pilgrim in the between-deck on which he is accommodated

[*See* Gazette of India, 1897, Pt. I, p. 851.]

Equipment, provisioning, etc., of Pilgrim Ships.

No. 1902, dated the 14th October, 1910.—In exercise of the powers conferred by section 58 of the Pilgrim Ships Act, 1895 (XIV of 1895), the Governor General in Council is pleased to make the following rules in supersession of the rules published with the notification of the Government of India in the Home Department, No. 262, dated the 5th October, 1896, as amended by subsequent notifications:—

1. In these rules "the Inspector" means the officer appointed by the Local Government under section 8, or the person authorized by such officer as aforesaid under section 9 of the Pilgrim Ships Act (XIV of 1895), hereinafter referred to as "the Act," and "section" means a section of the said Act.

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE PILGRIM SHIPS ACT, 1895 (XIV OF 1895).

Equipment, provisioning, etc., of Pilgrim Ships—*contd.*

2. The Inspector shall, on receiving the notice required by section 8, himself proceed or give written authority to some competent person on his behalf, to inspect the ship, her provisions, medical stores, equipments, ventilation, fittings, etc., and shall satisfy himself by such inspection that they meet all prescribed requirements.

3. The certificates A and B required under sections 11 and 12 shall be given in Forms Nos. I and II appended to these rules and that required under section 24 in Form III.

4. No certificate under section 12 shall be granted between May 20th and September 20th in any year in respect of a ship of a tonnage of less than 500 registered tons, or which is not capable of steaming at least eight knots an hour in ordinary monsoon weather; nor shall such a certificate be given unless all the arrangements required by these rules have been made to the entire satisfaction of the Inspector.

5. The Inspector shall see that in all cases where the number of pilgrims exceeds 100, the medical officer of the ship is present at the official inspection and that such medical officer has had an opportunity of satisfying himself as to the completeness of the arrangements made for the accommodation and care of the pilgrims under these rules; and shall require such medical officer to furnish a certificate to that effect in Form IX and to sign the second of the certificates prescribed by rule 58.

Boats, anchors and cables.

6. (*1*) Every pilgrim ship shall be provided with boats (to be placed under davits) at least two of which shall be life-boats, according to the following scale:—

1	2	3
Gross tonnage of ship.	Minimum number of boats to be placed under davits.	Total minimum cubic contents of boats to be placed under davits L. × B. × D × ·6.
500 and under 600	3	600
600 „ „ 700	3	700
700 „ „ 800	4	800
800 „ „ 900	4	900
900 „ „ 1,000	4	1,000

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE PILGRIM SHIPS ACT, 1895 (XIV OF 1895).

Equipment, provisioning, etc., of Pilgrim Ships—*contd.*

1	2	3
Gross tonnage of ship	Minimum number of boats to be placed under davits	Total minimum cubic contents of boats to be placed under davits L. × B. × D × 6.
1,000 and under 1,250	4	1,200
1,250 " " 1,500	6	1,500
1,500 " " 1,750	6	1,700
1,750 " " 2,000	6	1,800
2,000 " " 2,250	6	1,900
2,250 " " 2,500	6	2,000
2,500 " " 2,750	6	2,050
2,750 " " 3,000	6	2,100
3,000 " " 3,250	8	2,400
3,250 " " 3,500	8	2,500
3,500 " " 3,750	8	2,600
3,750 " " 4,000	8	2,700
4,000 " " 4,250	8	2,800
4,250 " " 4,500	8	2,900
4,500 " " 4,750	8	2,900
4,750 " " 5,000	10	3,300
5,000 " " 5,250	10	3,400
5,250 " " 5,500	10	3,500
5,500 " " 5,750	10	3,600
5,750 " " 6,000	10	3,700

Proviso.—Provided that, where in ships already fitted the minimum cubic contents of boats placed under davits are provided, as required by column 3 of the said scale, this rule shall be deemed to have been

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE PILGRIM SHIPS ACT, 1895 (XIV OF 1895).

Equipment, provisioning, etc., of Pilgrim Ships—*contd.*

sufficiently complied with, although the actual number of boats so carried falls below the minimum prescribed in column 2 of the said scale.

(2) Every boat shall be supplied with two fresh-water breakers, two small tin-lined lockers fitted under the side seats in the stern and each capable of holding about 50 lbs. of biscuit, and a tightly spread canvas cover.

(3) Every boat shall be provided, to the satisfaction of the Inspector, with masts, sails, painters, oars, rowlocks or tholes, rudder and tiller, boat hooks, plugs and breakers, all properly secured.

(4) A hatchet or tomahawk shall be kept in each end of every life-boat, in good order and secured by a lanyard; a life-jacket or belt for each oarsman, and one for the cockswain, shall also be provided: and a life-line in loops shall run round the outside of the boat and be securely made fast.

7. Every pilgrim ship shall carry an accident boat swung outboard in the most convenient part of the ship and properly secured with belly bands, which shall be made fast with a strop and toggle on the davit or other convenient place. A mallet shall be secured beside the toggle ready for immediate use. The boat's falls shall be coiled down in the most convenient place (*not* in the boat) clear of the pilgrims. The following gear only shall be in the accident boat:—

(1) One oar for each man of the crew and two spare ones.
(2) A life-belt for each man in the boat to be kept on each man's thwart.
(3) Two boat hooks.
(4) One rowlock for each thwart and two spare ones.
(5) One life-buoy.
(6) One painter of reasonable length.
(7) Two plugs.
(8) One tiller, or one yoke and yoke lines.
(9) One white globe lamp.
(10) One good flare.
(11) One rope for each man in the boat securely made fast to the guy between the davit beads and of sufficient length to reach the water when the ship is light. Each rope to be made fast exactly above each thwart so that the man can hold on to it as the boat is lowered.

8. Boat drill shall be practised at least once a week.

9. Every pilgrim ship shall be provided with three bower anchors of such weight, and with cables of such length, size and materials as are, in the judgment of the Inspector, sufficient.

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

The Pilgrim Ships Act, 1895 (XIV of 1895).

Equipment, provisioning, etc., of Pilgrim Ships—*contd.*

Instruments for purposes of navigation.

10. Every pilgrim ship shall be provided with—
   (*a*) not less than three good ship's compasses and two boat's compasses and with a record of the deviation of her compasses on every point, entered in the log-book;
   (*b*) Admiralty or Indian Government charts and sailing directions suitable for the voyage she is about to undertake;
   (*c*) not less than two chronometers and not less than two sextants or quadrants and barometers, one of the latter being a mercurial barometer;
   (*d*) a deep-sea leadline and lead.

Apparatus for extinguishing fires and precautions against fire.

11. (*1*) Every pilgrim ship shall be provided with—
   (*a*) hose capable of being connected with the engines of the ship, and adapted for extinguishing fire in any part thereof; and
   (*b*) fire-buckets in the proportion of three for every 100 tons of tonnage up to 600, and two for every 100 tons above 600: Provided that not more than 50 fire-buckets need under any circumstances be carried.

(*2*) If fire-annihilators or fire-engines are carried, they shall be placed by the master in charge of one of the principal officers of the ship and the ship's carpenter, who shall be held responsible that they, with the buckets and other fire apparatus are kept in a state fit for immediate use.*

12. As soon as possible after leaving port, the officers and crew shall be divided into parties and assigned to stations in case of fire; and fire-drill shall be practised at convenient times and at least once a week.

13. Immediately before leaving port, the passengers shall be called on to deliver up whatever lucifer matches, gunpowder or other inflammable articles they may have with them.

14. No naked lights shall on any account be used in the hold or store-rooms or in the between-decks, except under trustworthy superintendence. No person shall be allowed to read in bed with a naked light. Smoking between decks is strictly prohibited.

15. Cases containing spirits shall never be opened in the hold, but may be hoisted on deck for the purpose.

* Fire engines should be worked once a week to keep them in proper order.

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE PILGRIM SHIPS ACT, 1895 (XIV OF 1895).

Equipment, provisioning, etc., of Pilgrim Ships—*contd.*

Appliances for saving life and making signals of distress.

16. Every pilgrim ship shall be provided, to the satisfaction of the Inspector, with a supply of life-buoys, with lines attached, of which not less than six shall be kept readily available on deck, and with inextinguishable lights fitted for attachment to the life-buoys. Every pilgrim ship shall also be supplied with an approved life-belt or other similar approved article of equal buoyancy suitable for being worn on the person, for each person on board, and such life-belts or other articles as aforesaid shall be so placed, to the satisfaction of the Inspector, as to be readily accessible.

EXPLANATION.—An "approved life-belt" means a belt which does not require to be inflated before use and which is capable of floating in water for 24 hours with at least 15 lbs. of iron suspended from it.*

17. Life-buoys shall be secured by toggle and becket or any similar method allowing of ready release, but shall not be lashed or seized to the vessel.

18. Every pilgrim ship shall carry such quantity of rockets and blue lights or other signals as the Inspector may deem adequate.

Fittings and other appliances to be provided in the upper and between-decks.

19. The Inspector shall see that sufficient ventilators are provided for the between-decks to give each pilgrim (*a*) in the first or upper between-deck 5 square inches, and (*b*) in the second or lower between-deck 10 square inches of ventilation area exclusive of hatches and side scuttles, and so placed as to afford an equable diffusion of air through all parts. The ventilators of the second between-deck must act separately from those of the first between-deck and, if pilgrims are carried on a second or lower between-deck, such lower between-deck shall be ventilated by artificial ventilation, such as Blackman's ventilator or a thermantidote approved of by the Inspector. The Inspector shall also see (*i*) that all airholes affording a means of communication between the hold and the between-decks are closed so as to shut off, as completely as possible, the escape of foul air from the bilge, or steam from the cargo, into the between-decks; (*ii*) that the foul air from the hold and the between-decks, respectively, is carried in separate shafts above the uppermost deck; and (*iii*) that all ventilating shafts and tubes for the hold are so arranged as to act quite independently of those for the between-decks.

* Life-belts should be cut 2 inches under the armpits, and so fitted as to remain securely in place when put on.

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

The Pilgrim Ships Act, 1895 (XIV of 1895).

Equipment, provisioning, etc., of Pilgrim Ships—*contd.*

20. In the absence of hollow iron masts or other means of ventilating the hold, there shall be fitted at least four cowl-headed tubes (of a size to be approved by the Inspector) leading from the lower hold to the open air on the upper deck.

21. Every cowl-headed tube shall be provided with a strong plug for use, if necessary, in bad weather.

22. Such provision shall be made for affording light to the between-decks by means of side ports as the circumstances of the case may, in the judgment of the Inspector, require. The pilgrims shall, moreover, have the free and unimpeded use of the whole of every hatchway situated over the space appropriated to their use, and over each hatch-way there shall be erected such a body hatch or other substantial covering as shall, in the opinion of such Inspector, afford the greatest amount of light and air and of protection from sun and wet as the case will admit of.

23. The upper deck of every pilgrim ship shall be either of wood, or of iron or steel sheathed with wood and caulked.

24. Each hatchway shall be provided with a large tarpaulin tent which can in bad weather be spread well over it and securely fastened so as to keep out rain and let in fresh air, and in fine weather be rolled up and put out of the way; and shall, except where arrangements exist for the lowering the derrick boom in a way which will serve the purpose, also be fitted with a strong iron or wooden A-shaped frame for the support of such tent.

25. Every pilgrim ship shall have poop, quarter deck, waist and forecastle awnings complete and in good order, and six windsails distributed as the Inspector may direct. The awning and windsails shall be kept up so long as the weather does not render this impossible.

26. Strong ladders 2½ feet wide with hand rails of a convenient height shall be provided for every hatchway used as such and not merely as a ventilator; and, as additional means for women and children to hold on by, knotted handropes shall be fastened, conveniently near the ladders.

27. Hooks for hanging the required number of lanterns shall be fixed at convenient distances apart.

28. The space to be occupied by pilgrims must be kept clear from obstruction of any kind whatever, thoroughly clean and dry; and nothing, except life-belts with the consent of the Inspector given under rule 16, shall be slung up or stowed away between the beams. Every day while the pilgrims are on deck the between-decks shall be carefully cleaned and scrubbed with dry sand mixed with suitable disinfectants.*

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* Calvert's powder in the proportion of [illegible] per cent. should be used.

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE PILGRIM SHIPS ACT, 1895 (XIV OF 1895).

Equipment, provisioning, etc., of Pilgrim Ships—*contd.*

29. Bamboos, ropes or strong rails shall be securely fastened fore and aft to the midship stanchions on the between-deck.

30. No timber or cargo of any kind, and only the necessary fittings properly secured and live-stock for consumption on the voyage, shall be allowed on the upper deck, which shall, save as aforesaid, be exclusively reserved for the pilgrims.*

31. A set of water-vessels, such as buckets and tin mugs required by topases or others for use in the latrines, shall be exclusively set apart for such purpose; and they shall be marked or printed so as to be clearly distinguishable from those used for cooking or drinking purposes.

Food, fuel and water-supply.

32. Every pilgrim ship shall be supplied in accordance with the following scale with food, fuel and water, of good quality, conveniently stored and in quantity sufficient to supply the pilgrims on board during the intended voyage (including such detention in quarantine as may be probable):

For each pilgrim daily—

Rice	1	lb.	Tamarind	1	oz.
Flour or ship's biscuit	4	oz.	Condiments, chillies, garlic, coriander seed or turmeric.	⅓	„
Pulse, dall	4	„			
Ghee or oil	1	„	Salt	½	„
Onions	2	„	Firewood, dry	2	lbs.
Pumpkins, yams, or other vegetables	2	„	Drinking-water from iron tanks	1	gal.

Provided that, in the case of drinking-water, the allowance hereby prescribed shall be provided for each pilgrim irrespective of his age.

A signboard written in bold letters in the Persian, Urdu and Guzarati characters shall be displayed at the place, to be approved by the Inspector, at which stores are dispensed, announcing that food can be procured there. At the same place shall be posted a table of the rations of food and water in Persian, Urdu and Guzarati, and a price list in the same languages of the articles of food offered for sale.

33. Excepting fuel and water, which shall always be found by the ship, the articles in the foregoing scale need not be provided for those pilgrims who have satisfied the officer appointed in this behalf under section 18, that they have on board food sufficient for their own use.

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* should be encouraged to use the upper deck as much as possible.

THE PILGRIM SHIPS ACT, 1895 (XIV OF 1895).

Equipment, provisioning, etc., of Pilgrim Ships—*contd.*

34. Every pilgrim ship shall, in addition to the requirements of the two last foregoing rules, have on board, either as cargo or stores, food sufficient, in the opinion of the Inspector, to provide for the pilgrims in the event of an accident to the ship's machinery.

35. (*1*) Every pilgrim ship shall be provided with caboose accommodation sufficient to cook for the total number of pilgrims on board, and such accommodation shall in no case consist of less than two cabooses or cooking ranges placed on deck, properly housed and covered, to which the pilgrims shall have free access between the hours of 6 A.M. and 9 P.M.

(*2*) All cooking ranges shall be made of substantial plate-iron lined inside with bricks and raised at least four inches from the deck, with an outlet or chimney at top for the escape of smoke. Each range shall contain five or six cooking places, and the master shall see that fires adequate for cooking are kept lighted at them from 6 A.M. to 9 P.M. An additional range shall be provided for every 200 pilgrims carried in excess of 100. Cooking on board in pilgrims' private stoves is prohibited.

(*3*) The Inspector may require the master to provide such number as such Inspector may think necessary of Muhammadan cooks, not exceeding three per hundred pilgrims (exclusive of pilgrims who have on board their own supplies and desire to cook for themselves).

36. The crew of the ship shall not be allowed to use the cooking ranges or latrines set apart for pilgrims while pilgrims are on board, but shall be provided with a separate cooking range and latrine.

37. Each ship shall be fitted with a condenser or distilling apparatus of sufficient capacity to produce at least one gallon of drinking-water a day for every person on board of whatever age, including the crew.

38. No certificate under section 13 shall be granted unless the condenser can not only supply the minimum quantity of water prescribed under rule 37 for each person on board, but also yield every 24 hours 500 gallons of pure, cold water fit to drink.

39. The tanks for storing drinking-water on board shall not be placed near the latrines. They shall be protected from all filth, and shall be so closed that the distribution of the water can be effected only by means of pumps or from taps with lock and key fitted to the tanks.

40. The water of any tank pronounced bad by the medical officer of the ship shall be immediately rejected and pumped out, and the tank cleaned out before being re-filled.

41. If there is any doubt as to the quality of the drinking-water stored, or as to the possibility of its pollution, either at its source or in

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE PILGRIM SHIPS ACT, 1895 (XIV OF 1895).

Equipment, provisioning, etc., of Pilgrim Ships—*contd.*

the course of the voyage, it shall be well boiled; and it shall be thrown into the sea as soon as it is possible to obtain a purer supply.

42. Every condenser or distilling apparatus shall have a separate engine for working the circulating cold-water pump, and under no circumstances shall this engine be used for any other purpose than that of feeding the boiler of the condenser.

43. The arrangements for discharging the circulating water from the condenser shall be such that it can be delivered into buckets or connected with a hose for the purpose of washing decks, or extinguishing fire, as well as discharging over the ship's side. A suitable hose and connection shall also be provided.

44. Either upright or horizontal boilers may be used for condensers. Each boiler shall be furnished with a steam-gauge indexed to double the working pressure, a glass water-gauge and two separate gauge cocks, one safety-valve and two mud-hole doors for the purposes of cleaning.

45. The boilers and all machinery connected with condensers shall be properly covered in, and every wooden bulkhead in the vicinity of the boilers of condensers shall be covered with sheet lead weighing $4\frac{1}{2}$ lbs. per square foot and securely fastened to such bulkhead.

46. All the piping in connection with the condenser, especially the main suction and the condensed water discharge-pipe, shall be laid in position safe from accident or otherwise securely encased.

47. The Inspector shall satisfy himself by actual experiment that the condenser is capable of performing the work required of it.

48. The Chief Engineer or some other competent person, to be approved by the Inspector, shall be appointed to have charge of the distilling apparatus and machinery connected therewith during the voyage.

49. No ship shall put to sea before the decks have been cleared of any loose straw, hay or other inflammable material, and all the cargo has been properly stowed away.

Cargo.

50. No petroleum as defined in the Petroleum Act, 1899 (VIII of 1899), or explosive as described in the Indian Explosives Act (IV of 1884), nor any inflammable oils, spirits, jute or coal (except such coal as is required for the voyage and the return voyage to India), nor any commodity likely, by reason of its quantity, quality or mode of stowage, to be prejudicial to the safety of the pilgrims, shall be taken as cargo or part of the cargo.

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE PILGRIM SHIPS ACT, 1895 (XIV OF 1895).

Equipment, provisioning, etc., of Pilgrim Ships—*contd.*

[1][50A. No pilgrim ship, discharging cargo at Aden, shall be delayed at that port on account of the discharge of such cargo for a period exceeding 12 hours.]

Allotment of upper deck space.

51. No cabin shall be provided for any pilgrim on the upper deck unless space remains unallotted on that deck after providing the accommodation required for the permanent and temporary hospitals, latrines, and six superficial feet for every pilgrim carried in the between-decks. Such space as remains unallotted after making provision for these requirements may be reserved for the accommodation of pilgrims in cabins containing not less than 12 superficial and 72 cubic feet of space. No pilgrim shall be furnished with reserved accommodation on the upper deck except in a cabin.

52. The deck space may be distributed between the first and second class pilgrims as the master or owner may desire: Provided that each pilgrim of the lowest class has six feet of deck space provided for him, and provided that no part of a pilgrim ship shall carry more pilgrims than the number which that part of the ship is capable of accommodating in accordance with Notification No. 2145, dated the 17th September 1897.

Amount and distribution of baggage.

53. Pilgrims' heavy baggage shall be deposited in the hold before the ship leaves her moorings. Pilgrims shall be allowed to keep with them only such articles as are absolutely necessary: Provided that the articles so kept do not exceed one maund (82 lbs.) in weight for each adult pilgrim or in the case of pilgrims who, in accordance with the provisions of section 18, are allowed to provide their own food for the entire voyage, one maund and a half.

Hospital accommodation, medical stores, and arrangements for maintaining health, cleanliness and decency.

54. (*1*) The hospital accommodation required under section 21 shall be provided where convenient. A permanent hospital shall be provided for 5 per cent of the pilgrims on board and containing not less than six bunks, and having a deck area of at least 32 superficial feet and dimensions of not less than 192 cubic feet per head. On every pilgrim ship on which there are 50 or more female pilgrims, there shall be a

[1] Added by Notification No. 1549, dated the 21st August, 1911, *see* Gazette of India, 1911, Pt. I, p. 660.

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE PILGRIM SHIPS ACT, 1895 (XIV OF 1895).

Equipment, provisioning, etc., of Pilgrim Ships—*contd.*

separate permanent hospital, containing not less than two bunks with a deck area of at least 72 superficial feet and dimensions of not less than 432 cubic feet, which shall be reserved for the use of women and of children under 12 years of age. The hospitals shall be lighted and ventilated to the satisfaction of the Inspector, and shall be provided with raised floors or platforms at least 4 inches off the deck when situated on an iron deck. If on deck they shall be made as secure as any other deck-house, and the roof shall be well caulked and covered with painted canvas.* No case of small-pox, cholera, yellow fever or plague shall on any account be treated in a permanent hospital. Permanent hospitals shall be used solely for the accommodation of sick pilgrims, and in so far as they are not required for the accommodation of such pilgrims, shall remain unoccupied.

[1][Every pilgrim ship shall be provided with mattresses and blankets in the proportion of one blanket and one mattress for every 50 pilgrims. These articles shall as a rule be used only for non-infectious cases, and in the event of their being used at any time for infectious cases, they shall be immediately destroyed.]

(2) Materials shall be carried for the construction on the upper deck of a separate temporary hospital for the treatment of such cases of sickness as it may be considered desirable specially to segregate (such as small-pox, cholera, yellow fever or plague) and for any general outbreak of sickness in the event of the permanent hospital accommodation becoming insufficient. The part of the upper deck upon which such hospital shall, if required, be erected, shall be pointed out and measured off by the Inspector. The frame-work of the hospital shall be either of iron (in pieces that can be easily fitted together) or of wooden spars or bamboos. The roof shall be tented, and both that and the side walls shall be made of stout canvas and be perfectly water-tight, due provision being at the same time made for ventilation. The superficial area of the floor† shall be not less than 144 square feet, and the floor shall be raised at least 4 inches from the deck. In cases of sickness of the kind referred to in this rule, only the medical officer and the person or persons charged with the duty of looking after the patients shall have access to them, and, except the medical officer and medical attendants referred to in rule 70, none of those who have had access to such patients shall be permitted to come into contact with the other persons on board.

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* *The fittings used in constructing permanent hospitals should be of iron in preference to wood.*

[1] Added by Notification No. 1457, dated the 15th August, 1911, *see* Gazette of India, 1911, Pt. I, p. 644.

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE PILGRIM SHIPS ACT, 1895 (XIV OF 1895).

Equipment, provisioning, etc., of Pilgrim Ships—*contd.*

55. A suitable dispensary to be approved by the Inspector shall be provided.

Medical stores, etc.

56. The following articles shall be provided according to the following scale and supplied gratuitously to the pilgrims on board at the discretion and by the direction of the medical officer, namely:—

For any number of pilgrims not exceeding 100 (proportionate quantities to be provided for pilgrims in excess of that number)—

Sago	5 lbs.
Arrowroot in tin cases	10 lbs.
Preserved milk* (1-lb. tins)	1 dozen.
Liebig's extract of meat in 2-oz. tins or jars	1 lb.
Sugar	5 lbs.
Rum	1 quart bottle.

57. The following medicines and medical appliances shall be provided on the scale indicated below:—

(*Weight and measures of the British Pharmacopœia.*)

Names of medicines, etc.	Scale for 100 passengers.	Notes.
Acidum, boricum	2 oz.	*Miscellaneous articles for one hundred pilgrims.*
„ carbolicum (cryst)	1 „	
„ nitro-hydrochloricum dilutum	1 „	Fresh vaccine lymph, 6 tubes.
„ sulphuricum dilutum	1 „	Adhesive plaster (in tin case), one yard.
„ tartaricum	2 „	Calico, two yards.
Æther sulphurus	4 „	Flannel, two yards.
Alumen (in powder)	2 „	Lint, four ounces.
Ammonii carbonas	2 „	Bandages (roller), half a dozen.
Argenti nitras	¼ „	Paper for powders, etc., one quire.
Borax	½ „	Corks for bottles, 1 dozen.
Calomel	¼ „	Cotton-wool (country), 1 lb.

* The contents of a pound tin of preserved milk mixed with half a gallon of water make good milk.

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE PILGRIM SHIPS ACT, 1895 (XIV OF 1895).

Equipment, provisioning, etc., of Pilgrim Ships—*contd.*

Weight and measures of the British Pharmacopœia—contd.

Names of medicines, etc.	Scale for 100 passengers.	Notes.
Chlorodyne	2 oz.	Bed-pan (metal), one.
Chloroformum	1 „	NOTE.—The preparations of ammonia ether, chloroform, iodine, and all acids should be in well stoppered bottles.
Cocainæ solution, 10 per cent. . .	¼ „	
Copaiba	1 „	Chloroform should be in blue glass or covered from light by dark paper.
Creasotum	¼ „	All the drugs, etc., must be properly labelled with the quantities marked on each label.
Glycerinum	1 „	
Hydrargyrum cum creta . . .	½ „	"Poisons" should be especially distinguished by labels with the word "Poison" on them.
Iodoformum	1 „	
Ipecacuanha valoid, fluid extract . .	½ „	
Linimentum camphoræ compositum .	2 „	
Linifarina	2 lbs. in tin cases.	*Disinfectants for each ship.*
[1] Liquid extract of ergot . . .	½ oz.[2]	
Liquor ammoniæ	1 „	Sulphur, 32 lbs.
Liquor ammonii acetatis . . .	6 „	Corrosive sublimate, 5 lbs.
Liquor epispasticus fortior . . .	¼ „	Pure phenic acid, 20 gallons.
Liquor morphinæ hydrochloatis . .	½ „	Fresh slaked lime, 20 lbs.
Chrysarobinum	¼ „	Sulphate of iron, 10 lbs.
Magnesii carbonas	¼ „	Calvert's carbolic 15 per cent powder 50 lbs. To be put up in ten hermetically sealed tins each containing 5 lbs.
Magnesii sulphas in tins . . .	3 lbs.	Methylated alcohol, 15 gallons.

[1] Added by Notification No. 1549, dated the 21st August, 1911, see Gazette of India, 1911, Pt. I, p. 660.
[2] Substituted for "8 oz." by Notification No. 847, dated the 17th May, 1912, *see* Gazette of India, 1912, Pt. I, p. 556.

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

The Pilgrim Ships Act, 1895 (XIV of 1895).

Equipment, provisioning, etc., of Pilgrim Ships—*contd.*

Weight and measures of the British Pharmacopœia—contd.

Names of medicines, etc.	Scale for 100 passengers.	Notes.
Oleum caryophilli	¼ oz.	Hydrochloric acid, 1 gallon.
„ menthæ piperitæ	¼ „	
„ ricini	2 pints.	Impermeable bags of India rubber or tarred canvas, six.
Phenacetin	¼ oz.	
Pilula assafœtidæ composita	1 doz.	*Instruments for each ship.*
„ colocynthidis et hyoscyami	2 „	Boxes, chip, for ointment, 18 (1 oz. each).
„ plumbi cum opio B. P.	4 „	Dispensing bottles (3 oz.), 12 each.
„ scillæ composita	4 „	
Potassii bromidum	1 oz.	Glass measures, 2 oz. 2
„ chloras	1 „	„ „ 2 drachms 2
„ nitras	2 „	Pestle and mortar (brass) 1
„ permanganas	2 „	„ „ wedgwood 1
Pulvis ipecacuanhæ, 5-gr. powders	1 doz.	Scales and weights (grains) 1
Pulvis ipecacuanhæ compositus in 5-gr. powders.	4 „	Spare weights (grains) 1 set
Pulvis jalapæ compositus	1 oz.	Splints (common) 1 set
Quininæ sulphas in 3-gr. pills	4 doz.	Silver catheter (no. 8 size) 1
„ sulphas in bulk	2 oz.	India rubber catheters, nos. 2, 4, 6, and 10 . 4 sets
Salol	½ „	Spatula . 1
Sinapis (in powder)	4 „	Scissors (shop) . 1
Sodii bicarbonas	1 „	Penknife . 1
Spiritus ætheris nitrosi	2 „	Syringe, ear, pewter . 1
„ rectificatus	8 „	„ Enema, patent . 1
Tinctura aconiti	½ „	„ Urethral (male) . 1

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE PILGRIM SHIPS ACT, 1895 (XIV OF 1895).—

Equipment, provisioning, etc., of Pilgrim Ships—*contd.*

Names of medicines, etc.	Scale for 100 passengers.	Notes.
Tinctura capsici	½ oz.	Syringe, female . . . 1
„ digitalis	½ „	Infusion pot . . . 1
„ ferri perchloridi	1 „	Pocket dressing case to contain 1 probe, 1 director, 1 female catheter, 1 clinical thermometer (in case), 1 pair of scissors, 1 dressing forceps, plated, 6 suture needles, 1 artery forceps, 1 Symes' abscess knife, 1 straight and 1 curved bistoury in 1 handle, 1 lancet (bleeding), silk thread for sutures (20 grains).
„ iodi	½ „	
„ nucis vomicæ	1 „	
„ opii	1 „	
„ senegæ	1 „	
„ zingiberis	1 „	
Tragacantha powder	1 „	
Unguentum hydrargyri	½ „	
„ simplex	2 „	
„ sulphuris	2 „	
„ zinci	1 „	
Vaseline	2 „	
Vinegar	1 pint.	
Vinum antimoniale	½ oz.	
„ ipecacuanhæ	1 „	

Table showing the quantities of medicines, etc., to be supplied according to the above scale for more than 100 pilgrims.

Number of pilgrims.	Quantity.	
Above 100 to 250	½ more than	the quantity prescribed according to scale per 100 pilgrims, and so on.
„ 250 to 350	Twice	
„ 350 to 450	Thrice	
„ 450 to 550	Four times	
„ 550 to 650	Five times	

THE PILGRIM SHIPS ACT, 1895 (XIV OF 1895).

Equipment, provisioning, etc., of Pilgrim Ships—*contd.*

58. [illegible] etc., have been duly sup[illegible] be produced before t[illegible]

(*1*) Certified that we have supplied medicines, etc., for pilgrims proceeding to   in the S.S.   according to the above scale, [or we have supplied medicines, etc., in making up deficiencies in existing stock up to the above scale.]

Dated   *Chemists.*

(*2*) Certified that I have carefully compared the above list with the medicines, etc., examined by me on board the pilgrim ship   and am satisfied that they are all correct.

Medical Officer.

Health Officer.

Dated   *Ship*

59. (*1*) Every pilgrim ship shall carry a disinfecting stove approved by the Health Officer of the port in British India at which the voyage is to commence.

(*2*) Articles of bedding, carpets and clothes used by patients who have been affected with cholera, as well as by persons who have had access to such patients, shall be immediately disinfected. Such of these articles as have little or no value shall be thrown into the sea, or, if the ship is in a port or canal, be destroyed by fire. All such articles as are not destroyed shall be carried to the disinfecting stove in impermeable bags sprinkled with a solution of corrosive sublimate.

(*3*) The excreta of the sick shall be collected in vessels containing a disinfecting solution, and the latrines in which these vessels are emptied shall be thoroughly disinfected after each operation.

(*4*) Articles which have come into contact with persons suffering from cholera shall be thoroughly disinfected in the following manner:—

(*a*) Articles so contaminated or suspected of being so contaminated shall, unless they are liable to be destroyed by exposure to heat, be disinfected in the disinfecting stove under pressure, the stove being maintained at a temperature (to be tested during each operation) of 220° Fahr. and the articles exposed to this temperature for 15 minutes.

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE PILGRIM SHIPS ACT, 1895 (XIV OF 1895).

Equipment, provisioning, etc., of Pilgrim Ships—*contd.*

(*b*) Articles liable to be destroyed by exposure to the heat of a disinfecting stove, such as metals, leather, tables, lockers, etc., shall be disinfected by being washed with disinfecting solution.*

(5) Ships on which cases of cholera have occurred shall be disinfected in the following manner:—

(*a*) The cabins† and all parts of the ship occupied by cholera patients or those suspected to be suffering from cholera shall be emptied, and all articles removed disinfected as above.

(*b*) The interior sides, bulkheads, floors and decks of the ship shall be washed with the corrosive sublimate solution with the addition of 10 per cent of alcohol (*i.e.*, one gallon of methylated alcohol to every 10 gallons of the corrosive sublimate solution)‡ and, two hours after washing, scrubbed, and then thoroughly washed down with plenty of water.

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* One of the following disinfecting solutions should be used—

(*a*) Corrosive sublimate in the following proportion:—

Corrosive sublimate, ½ oz.
Hydrochloric acid, 1 oz.
Water, 3 gallons.

Fuchsin or Iosin, 5 grains.

(*b*) Pure phenic acid, five-parts in 100 parts of water.

(*c*) Fresh slaked lime.

The different disinfecting solutions are useful for the following purposes:—

(*a*) Linen, clothes and articles soiled by the evacuations of cholera patients should be put into the corrosive sublimate solution.

(*b*) Persons in attendance on the sick should use the corrosive sublimate solution, when washing themselves in the proportion of one part of the solution to 2,000 parts of water.

(*c*) Phenic acid should be used to disinfect articles which cannot be exposed to a temperature of 220° Fahr. or to contact with sublimate solutions, such as metals, instruments, etc.

(*d*) Slaked lime is specially useful to disinfect the evacuations of cholera patients; in the absence of slaked lime phenic acid will answer the same purpose. When slaked lime is used for disinfecting liquids, it should be used in the proportion of three lbs. of lime to ten gallons of the liquid to be disinfected.

† For the purpose of fumigating cabins and confined space, one ounce of sulphur should be burnt for every 30 cubic feet of the space to be fumigated, the cabin or other space being completely closed during the operation and kept so for twelve hours.

‡ The washing should commence from the top, horizontally and downwards, so that the whole surface become covered with a coating of the solution in fine drops.

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE PILGRIM SHIPS ACT, 1895 (XIV OF 1895).

Equipment, provisioning, etc., of Pilgrim Ships—*contd.*

(c) The hold of the ship shall be strewn from time to time with a sufficient quantity of iron sulphate to neutralize the sulphuretted hydrogen, and the water in the hold shall then, unless the ship is in dock, be pumped out and the hold washed with sea-water and sprinkled with the corrosive sublimate solution.

60. Pilgrims shall air their clothing, blankets, etc., as often as required to do so by the medical officer.

61. The following articles and appliances shall be supplied on the scale shown below:—

Article	Number	
Iron boilers with covers—		
For rice (large)		According to the number of pilgrims to be fed by the ship.
For dall or curry (small)		
Iron ladles—		
For rice (large)		According to the number of pilgrims to be fed by the ship.
For dall, etc. (small)		
Iron spoons, tinned	4	To each pilgrim ship.
Curry-stones, with mullers	4	
Sieves for cleaning rice, etc.	6	
Gallon measure	1	
Half gallon measure	1	
Quarter gallon measure	1	
Scales and weights or A spring balance	1	
Block-tin saucepans, for hospital use exclusively, from 1 pint to 1 gallon	3	
Hatches for cutting wood	2	
Knives	2	

Safety lanterns with lock and key to each.	Besides 3 for hatchways, 2 for latrines, 1 for hospital, and 1 for Surgeon, which are to burn all night.	there shall be one additional lantern for every 100 pilgrims on board, and each such lantern shall burn for three hours every night.
Oil with wicks, or candles to fit lantern		Sufficient for seven lanterns to burn at least ten hours, and for the rest to burn at least three hours of every night of the voyage.
Soap		1 lb. per pilgrim.
Buckets (galvanized iron)		2 for every 100 pilgrims.

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE PILGRIM SHIPS ACT, 1895 (XIV OF 1895).

Equipment, provisioning, etc., of Pilgrim Ships—*contd.*

Item	Number	
Tubs (large) for bathing or washing	4	To each pilgrim ship.
* Tubs (smaller) for latrine use	4	
* Tin pots for latrine	12	
Tin pots for pilgrims suffering from sea-sickness	12	
Canvas bathing screens for the use of women	2	
A dirt-shoot, moveable	1	
Deck scrapers	12	
Sand	1 ton	
Holystones or hard bricks	50	
Swabs or squeegees	18	
Brooms (country)	50	

* All these should be specially marked for privy use.

62. (*1*) Every pilgrim ship shall be fitted with not less than two latrines, apart from those for the use of the crew, sufficiently screened from public view and readily accessible. If there be any females among the pilgrims, one latrine shall be screened off and set apart for the exclusive use of females. There shall be an additional latrine for every 100 pilgrims, or fraction of that number in excess of 100, and if there be more than 100 female pilgrims on board, the number of latrines reserved for their use shall be increased in the proportion they bear to the total number of pilgrims. The latrines shall be provided with seats at the rate of not less than three for the first 100 pilgrims and at the rate of three for every additional 100 pilgrims. No latrine shall be allowed either between-decks or in the hold.

(*2*) The latrines shall be in a convenient and accessible place on the upper deck, and close up to the bulwarks or rails. They shall be made of iron and securely bolted down to the deck beams below the deck. They shall not project over the ship's side. They shall be so placed, that the soil shoot of the latrine floor may lead directly out of a port or other opening and well clear of the ship's side. Every latrine shall be divided into separate and private compartments. Each compartment shall not be less than 3 feet and 2 feet in size, and shall have a separate entrance with door and be fitted with a seat or pair of foot-boards having a free opening or hole in the centre. Each such opening shall communicate directly with the floor beneath common to all openings. The floor shall be continued into the shoots and have a good fall from each end towards the shoot in the centre. The floor of the latrine shall be at least 1 foot above the deck to enable the deck beneath to be freely flushed. Every compartment shall be well ventilated by means of such openings as will not interfere with privacy.

(*3*) All latrines shall be kept in good order and disinfected three times a day. They shall be continuously flushed by pipes laid on to them. These pipes shall be of not less than 2 inches internal diameter and fitted at each end of each set of latrines so that the latrines may be flushed from the ends towards the centre. The deck immediately about

the latrines shall be enclosed with a ridge of wood 2 inches high to prevent the flushing water finding its way to other parts of the deck and the deck from this 2 inch ridge to the scuppers shall be covered with tin, lead or other metal.

(*4*) Not less than two sweepers shall be employed on every pilgrim ship, and one additional sweeper shall be employed for every 100 pilgrims in excess of 100 up to a maximum of five sweepers when the total number of pilgrims does not exceed 1,000. For every 100 or fraction of 100 pilgrims in excess of 1,000, one additional sweeper shall be employed up to a maximum of eight sweepers.

(*5*) Every pilgrim vessel shall be provided with at least two urinals.

63. Every ship shall be provided with not less than one place for washing on each side of the deck, sufficiently screened from public view, whereof a full proportion, as prescribed in the case of latrine accommodation, shall be set apart exclusively for females, with a water pipe and tap in each for supplying sea-water for ablution.

Medical Inspection.

64. The medical inspection of female pilgrims shall be carried out either by lady doctors or, under the supervision of the medical officer appointed by the Local Government under section 32, by women appointed by the Local Government in this behalf.

65. No articles found by the medical officer referred to in the last foregoing rule to have been contaminated by persons suffering from cholera or choleraic indisposition, or from a disease which in his opinion is dangerously infectious or contagious, or suspected by him to have been so contaminated, shall be taken on board a pilgrim ship until they have been disinfected under his order in the manner prescribed by rule 59.

66. No pilgrim otherwise entitled shall be prevented from embarking save for any of the causes specified in section 32, sub-section (*2*).

Issue of tickets and refunds of passage-money.

67. (*1*) The ticket which every pilgrim is, under section 35, entitled to receive:

(*a*) shall be sold from a book with counterfoils,

(*b*) shall be denoted by a serial number which shall also be stamped on the counterfoil, and

(*c*) shall be of canvas, paper or parchment, and not less than 4½ inches long by 3 inches wide.

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE PILGRIM SHIPS ACT, 1895 (XIV OF 1895).

Equipment, provisioning, etc., of Pilgrim Ships—*contd.*

(2) On the ticket and its counterfoil shall be inscribed:—

(*a*) the name of the holder, or if the holder be a female, the name of the pilgrim whom such female is accompanying,

(*b*) the cost in words in Urdu, or in some other vernacular language approved by the Local Government, and

(*c*) the words *food is procurable on board the ships.*

The cost of a ticket shall not include any taxes other than the fixed dues leviable at Camaran and Jeddah.

68. (*1*) Every intending pilgrim who, having purchased a ticket, has not been permitted to embark under the provisions of section 32, sub-section (*2*), or who, having been received on board a pilgrim ship, has been removed from it in accordance with the provisions of section 33, sub-section (*2*), or who is from other unavoidable cause, such as the detention of any member of his family under either of the provisions aforesaid, prevented from proceeding to the Hedjaz shall be entitled to receive back from the owner or agent of the ship the amount paid by him as passage-money.

When a pilgrim dies on board ship before landing at the Camaran Lazaretto, the Master shall make over to his legal heirs, if any, on board or, if no such legal heirs are on board, shall add to his effects listed in accordance with rule 78 of these rules a sum equivalent to the fixed quarantine and sanitary dues leviable at Camaran and Jeddah in all cases in which such dues have been paid by the pilgrim in addition to the passage-money or have been included in the passage money under rule 67.

(*2*) It shall be the duty, in the case of pilgrims at Bombay, of the Protector of Pilgrims appointed under the Protection of Pilgrims Act, 1887, and in the case of pilgrims at any other port, of such officer as the Local Government may appoint in this behalf, to see that refunds of passage-money are promptly made to intending pilgrims entitled to them under this rule.

Bombay Act II of 1887.

(*3*) The officer making an inspection under section 32 or section 33 shall, in case of such refund becoming due, impress on the pilgrim's ticket the words "Not permitted to proceed on voyage"; and such pilgrim shall thereupon be entitled, on presentation of the ticket so cancelled at the office of the owner or agent, to a refund of the passage-money paid by him.

(*4*) If the owner or agent neglects or refuses, on presentation, as provided by clause (*3*) of the cancelled ticket, to refund to the pilgrim the passage-money paid by him, such owner or agent shall be punishable with fine which may extend to two hundred rupees, and with a further

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE PILGRIM SHIPS ACT, 1895 (XIV OF 1895).

Equipment, provisioning, etc., of Pilgrim Ships—*contd.*

fine which may extend to twenty rupees for each day after the day on which the ticket was presented, during which the refund remains unpaid.

The Master, Owner, etc.

69. Besides complying with the foregoing rules so far as they concern him, the master shall give the notice required under section 8 in Form No. IV appended to these rules, and shall produce, before the Inspector at the time of his inspection, a certificate in the following form:—

"Certified that it is proposed to issue tickets to pilgrims and to provide accommodation as follows:—

"On the voyage of the pilgrim ship proceeding to—

CLASS OF PILGRIMS.	Maximum number of tickets to be issued.	Special accommodation and privileges (if any) to be reserved for each class.
Class I		
Class II		
Pilgrims of the lowest class		

Dated————

(Signed)————

Master."

70. In the event of a ship being engaged to carry more than 100 pilgrims, the owner, agent or master shall appoint to it a medical officer licensed under rule 80. A second medical officer licensed under rule 80 shall be similarly appointed if the number of pilgrims exceeds one thousand. The owner, agent or master shall also in the case of a ship engaged to carry more than 100 pilgrims appoint at least one male and if there are any female pilgrims to be embarked, also one female attendant to assist the medical officer. In addition to the above attendants, a compounder shall be engaged by the owner, agent or master, if the ship is to carry more than 400 pilgrims. Such compounder and attendants must be approved of by the Health Officer at the port of departure, and arrangements shall be made to the satisfaction of the Inspector for providing them with adequate accommodation on board ship.

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE PILGRIM SHIPS ACT, 1895 (XIV OF 1895).

Equipment, provisioning, etc., of Pilgrim Ships—*contd.*

71. The master shall afford the medical officer every facility for examining the provisions, water and medical stores, and for making himself generally familiar with the arrangements made for the accommodation of the pilgrims about to be carried.

72. The master shall cause the statements required by sections 22 and 25 to be prepared in Form No. V appended to these rules.

73. The bond required by section 31 when a ship clears from any port in British India other than Aden for any port in the Red Sea shall be executed in Form No. VI appended to these rules.

74. Before sailing the master shall obtain from the Port Health Officer a bill of health as prescribed in Form No. VII appended to these rules.

75. The master shall post up in the between-decks and in such other places accessible to the pilgrims as may be convenient copies of the Act and of these rules and of articles 92 and 151 to 161 of the [1]Paris Sanitary Convention of 1903, and all notices which he may be required so to post by the Commissioner of Police or other authorized officer at the port of first departure. All such copies shall be in English, French or German, and in Persian, Urdu and Guzarati. The master shall afford every facility to the Port Officer, or other duly authorized officer or person, for making the official inspection of the ship, her equipment, ventilation, fittings, provisions and medical stores, and shall himself be present at such inspection.

76. The master shall be jointly responsible with the medical officer for the care of the pilgrims on the voyage. He shall see that the special accommodation and privileges, if any, to which the pilgrims are entitled, are reserved to them without hindrance or diminution throughout the voyage; that the space in the upper and between-decks is not encroached upon; that all rules and regulations for securing cleanliness and order are carried out, and, as far as possible, that all reasonable requisitions of the medical officer are complied with.

77. The master shall appoint one of the officers of the ship to the charge of the provisions and stores, to see to the punctual issue according to scale of the day's rations and water, and to assist the medical officer generally.

78. (*1*) When any pilgrim who is unaccompanied by any of his legal heirs dies on the voyage, the master shall call a panch composed, wherever possible, of four literate pilgrims and the medical officer on board the ship, and shall make an inventory of the effects of the deceased, adding such particulars as to the name and residence of the

[1] *See* Gazette of India, 1909, Supplement, p. 75.

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE PILGRIM SHIPS ACT, 1895 (XIV OF 1895).

Equipment, provisioning, etc., of Pilgrim Ships—*contd.*

deceased and the names and addresses of the legal heirs and nearest relations in India as he may be able to gather.

(*2*) The inventory and particulars prescribed by sub-rule (*1*) shall be signed by the master and attested by the members of the said panch, and the master shall then take charge of the effects of the deceased.

(*3*) If the ship returns direct from the Hedjaz to any British Indian port, the master shall immediately on the ship arriving in such port, make over the effects of the deceased, with the said inventory and particulars, to the Commissioner of Police in Bombay, Madras or Calcutta, and elsewhere, to the Magistrate of the District, or, in his absence, the Magistrate in charge.

(*4*) If the death occurs on the voyage to the Hedjaz, and the ship does not return direct to British India, the master shall make over the effects, with the said inventory and particulars as above, to the British Consul at Jeddah.

79. The master shall cause the supplementary statement, required by section 24 when additional pilgrims are taken on board at an intermediate port, to be prepared in Form No. V appended to these rules, the heading being altered to "Supplementary Statement required by section 24 of the Pilgrims Act, 1895."

The Medical Officer.

80. (*1*) Besides complying with the foregoing rules so far as they concern him, the medical officer of every pilgrim ship required by the Act to carry a medical officer shall be licensed by the Local Government and appointed by or on behalf of the owner of the pilgrim ship. Every person desiring to obtain a license to act as such medical officer shall apply for a license to the Civil Administrative Medical Officer of the province in which the port of first departure lies. At Jeddah such license may be granted, for the return voyage only, by the British Consul at that port.

(*2*) The license shall be renewable yearly, and shall be in Form No. VIII appended to these rules.

(*3*) No person shall be eligible for appointment as medical officer who is unable to write either English or French or German or Italian or who does not possess either a medical qualification registered in a Medical Register in the United Kingdom or a degree or license of one of the following Universities, *viz.*, Calcutta, Bombay, Madras, Punjab and Allahabad, or the qualification of a Military Assistant Surgeon.

81. The medical officer shall, if not already attached to the ship, immediately on his being appointed to it, proceed on board, report himself

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE PILGRIM SHIPS ACT, 1895 (XIV OF 1895).

Equipment, provisioning, etc., of Pilgrim Ships—*contd.*

to the master, examine and check the medicines and medical stores, and inform himself generally as to the arrangements made for the accommodation of the pilgrims.

82. The medical officer shall also report himself personally to the Inspector with a view to receiving any instructions which that officer may have to give him in connection with his duties and the official inspection of the ship.

83. The medical officer shall be present at the final inspection and, after it has been held and the ship and her arrangements approved, he shall, if satisfied regarding arrangements for the care and comfort of the pilgrims made in accordance with the rules, furnish a certificate to that effect in Form No. IX appended to these rules.

84. The medical officer shall provide himself with all the necessary instructions and forms required for the voyage.

85. The medical officer shall attend any medical officer appointed to inspect the pilgrims before embarkation under section 32, or after embarkation under section 33, and shall, with a view to special care or precautions on the voyage, watch those who may appear to be in an infirm or sickly state, and make a note regarding them in his diary.

86. The medical officer shall not leave the ship after the medical inspection has been completed. He shall see that the place set apart for the accommodation of the pilgrims is not encroached upon; that all the pilgrims have access to the upper deck; that good drinking water is readily accessible and duly supplied; that the latrines are attended to by the ship's topases; that a supply of water is at hand for use in the latrines; that suitable hours have been fixed, in communication with the officer in charge of the stores, for the regular issue of daily rations to such of the pilgrims as have to be fed by the ship; and, generally, that every proper care is taken to secure cleanliness and good sanitary arrangements on board.

87. The medical officer shall satisfy himself that any additional passenger waiting to be taken on board at an intermediate port is not suffering from, or shows no signs or symptoms of, choleraic indisposition or any disease which is, in his opinion, dangerously infectious or contagious.

88. The medical officer shall be jointly responsible with the master for the care of the pilgrims on the voyage, and shall co-operate with the master and officers of the ship for the welfare of the pilgrims.

89. During the voyage from any port in British India (except Aden), the medical officer shall for the first five days daily inspect the pilgrims

THE PILGRIM SHIPS ACT, 1895 (XIV OF 1895).

Equipment, provisioning, etc., of Pilgrim Ships—*contd.*

and observe them individually to assure himself that none of them is affected with cholera, small-pox, yellow fever or plague.

90. The medical officer shall, if he has any doubt as to the quality of the drinking water, draw the attention of the master, in writing, to the provisions of rule 41.

91. The medical officer shall, should any case of infectious or contagious disease occur, satisfy himself that disinfection is performed in the manner prescribed by rule 59, and shall record in his diary the fact that he has done so.

92. (*1*) The medical officer shall keep up regularly, from day to day throughout the voyage, the following records in connection with his duties, *viz.*:—

(*a*) a medical diary of the principal events of the voyage, briefly and accurately recording all facts in connection with the medical history of the pilgrims, including a record of any advice he may give to the master, and of compliance with or neglect of, such advice;

(*b*) an Admission and Discharge Book of every case brought under treatment in Form No X appended to these rules; and

(*c*) a Register of Deaths in Form No. XI appended to these rules.

(*2*) These records shall be written in either English, French, German or Italian.

93. On arrival at the port of debarkation in the Red Sea, the medical officer shall submit his diary and returns to the Consular authority there for transmission to the Government of India, and shall forward simultaneously a copy of them to the Inspector at the port in British India from which the voyage commenced, and on arrival at any British Indian port to the Chief Customs-officer or to any officer authorized under section 25 to receive the statements referred to in that section.

FORMS.

No. I.

Certificate (A) under section 11 of the Pilgrim Ships Act, 1895.

I, , duly appointed and authorized to grant certificates under section 11 of the Pilgrim Ships Act, 1895,

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE PILGRIM SHIPS ACT, 1895 (XIV OF 1895).

Equipment, provisioning, etc., of Pilgrim Ships—*contd.*

do hereby certify that the ship , register tonnage tons, being a pilgrim ship within the meaning of the said Act, and now riding at anchor at , and ready to proceed on a voyage to is sea-worthy, properly equipped, fitted and ventilated, and that she is capable of carrying pilgrims.

No. II.

Certificate (B) under section 12 of the Pilgrim Ships Act, 1895.

I, , duly appointed and authorized to grant certificates under section 12 of the Pilgrim Ships Act, 1895, do hereby certify that the ship of , being a pilgrim ship within the meaning of the said Act, and having on board pilgrims, lists of whose number and sex have been furnished by , the master of the said ship, and ready to proceed on a voyage to , the intermediate ports at which she is intended to touch being , has the proper complement of officers and seamen; that she is principally propelled by steam; that (in cases when tonnage or steam-power have been prescribed) she is of the prescribed tonnage and steam-power; that she has sufficient and suitable cooking, hospital, washing and latrine accommodation on board: that the provisions, fuel and pure water and other stores prescribed for such ships by the rules under the said Act, are of good quality and properly stowed or packed, and are sufficient according to the scale for the time being fixed by the said rules; and that the said provisions, fuel and water are sufficient for days, the probable duration of the said voyage, and also sufficient to provide the pilgrims with food in the event of an accident to her machinery; that is to say, water and fuel sufficient for the whole number of pilgrims and provisions sufficient for pilgrims, the remaining, *viz.*, pilgrims finding their own provisions.

I also certify [in the case of a ship to carry more than 100 pilgrims] that she has on board the medical officer [or officers as the case may be] required by section 27 of the Act and the attendants prescribed by rule 70 of the rules thereunder.

I also certify that the master of the said ship holds Certificate A as required by section 11 of the Pilgrim Ships Act, 1895, and that there is no cargo on board contrary to the provisions of rule 50 of the rules thereunder.

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE PILGRIM SHIPS ACT, 1895 (XIV OF 1895).

Equipment, provisioning, etc., of Pilgrim Ships—*contd.*

I do further certify that the full space required by the said Act has been appropriated to pilgrims on board.

No. III.

Supplementary Certificate B under section 24 of the Pilgrim Ships Act, 1895.

I, , duly appointed and authorized to grant certificates under section 12 of the Pilgrim Ships Act, 1895, do hereby certify that the number of additional pilgrims taken on board the pilgrim ship from the port of is ; that the provisions, fuel and pure water (over and above what is necessary for the crew), and the other stores prescribed for such ships by the rules under the said Act, are of good quality and properly stowed or packed, and are sufficient according to the scale for the time being fixed by the said rules, and that the said provisions, fuel and water are sufficient for days, the declared duration of the said voyage, and also sufficient to provide the pilgrims with food in the event of an accident to her machinery; that is to say, water and fuel sufficient for the whole number of pilgrims on board, and provisions sufficient for the pilgrims remaining, *viz.*, pilgrims finding their own provisions.

Dated at this day of 19 .

No. IV.

Notice to be given by master, owner or agent under section 8 of the Pilgrim Ships Act, 1895.

I,* , hereby give notice that the steamship , register tonnage tons, being a pilgrim ship within the meaning of the Pilgrim Ships Act, 1895, and being capable of carrying pilgrims, will leave the port of on a voyage to on the day of 19 .

* Here insert name of master, owner or agent.

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE PILGRIM SHIPS ACT, 1895 (XIV OF 1895).

Equipment, provisioning, etc., of Pilgrim Ships—*contd.*

No. V.

Statement to be furnished by the master of every pilgrim ship under section 22 of the Pilgrim Ships Act, 1895, of the crew and pilgrims proceeding in the bound to , or under section 25 of the crew and pilgrims on board the on arrival at .

Crew.	Number.
Master	
Officers	
Engineers	
Deck crew	
Engine-room crew	
Servants	
TOTAL .	

Pilgrims.

	NAMES OF MALE PILGRIMS.			NUMBER OF FEMALE PILGRIMS.			NUMBER OF INFANTS (IF ANY) UNDER ONE YEAR OF AGE ACCOMPANYING PILGRIMS ENTERED IN PRECEDING COLUMNS.		
	1st class.	2nd class.	Lowest class.	1st class.	2nd class.	Lowest class.	1st class.	2nd class.	Lowest class.
TOTAL									

The of 19 .

Master,
Officer appointed under section 8, Act of 1895.

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE PILGRIM SHIPS ACT, 1895 (XIV OF 1895).

Equipment, provisioning, etc., of Pilgrim Ships—*contd.*

No. VI.

Bond executed pursuant to the provisions of section 31 of the Pilgrim Ships Act; 1895.

Know all men by these presents that we of and of are held and firmly bounden to the Secretary of State for India in Council in the sum of five thousand rupees of lawful money of British India to be paid to the said Secretary of State in Council, his certain attorney, successors or assigns, for which payment well and truly to be made, we bind ourselves, our heirs, executors, administrators, and representatives jointly, and every one of us bind ourselves, our heirs, executors, administrators and representatives jointly, and each of us binds himself, his heirs, executors, administrators and representatives severally firmly by these presents, sealed with our respective seals, dated this day of in the Christian year one thousand nine hundred and .

And each of us, the said doth hereby or himself, his heirs, executors, administrators, and representatives covenant with the said Secretary of State in Council, his successors and assigns, that if any suit shall be brought, touching the subject matter of this obligation or the condition hereunder written in any Court subject to the superintendence of the High Court of Judicature at the same shall and may, at the instance of the said Secretary of State in Council, be removed into, tried and determined by the said High Court in its Extraordinary Original Jurisdiction.

Whereas the above bounden* † the ‡ of a pilgrim ship called the now about to sail from the port of in British India to a port in the Red Sea, touching at Aden§ and before applying for a port-clearance to the officer at the port of whose duty it is to grant a port-clearance for such ship, the above bounden‖ and‖ sureties¶ who are both resident in British India, have at the request of the Secretary of State for India in Council agreed to execute the above written joint and several bond or obligation as required by section 31 of the Pilgrim Ships Act, 1895. Now the condition of the above written bond or obligation is such that if the said pilgrim ship on her outward voyage to the said port of in the Red Sea touches at Aden and does not leave the said port of Aden on the said outward voyage without having obtained from the proper authority at Aden aforesaid a certificate as required by section

* Here insert the name or names of the principal or principals only.
† (is) or (are)
‡ (Owner) or (owners) (agent) or (agents) or (master)
§ Insert names of any other ports to be visited.
‖ His or their
¶ Names of sureties.

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE PILGRIM SHIPS ACT, 1895 (XIV OF 1895).

Equipment, provisioning, etc., of Pilgrim Ships—*contd.*

* To be inserted if there is a medical officer.

29 of the Act, and if the master (*and medical officer) complies (or comply) with on the outward voyage, and also on the homeward voyage, if the ship continues to be a pilgrim ship, the provisions of the Pilgrim Ships Act, 1895, and of such rules, relating to pilgrim ships sailing between ports in British India and ports in the Red Sea, as the Governor General in Council may, from time to time, make under the said Act, then the above-written bond or obligation shall be void.

No. VII.

Form of Bill of Health.

† Including officers and able bodied seamen.

This is to certify that the pilgrim ship sailing under the flag and under the command of Captain (medical officer) of tons, bound for with crew of persons† and pilgrims and laden with a cargo of is at the time of leaving this port in a satisfactory sanitary condition, and that no case of cholera or infectious disease dangerous to life exists among the officers, passengers, pilgrims or crew, who have been examined by day on shore before embarkation and found free from plague.

‡ Or as the case may be.

It is further certified that the town and port of are at present free from‡ epidemic cholera, plague, yellow fever and all other dangerous epidemic disease.

The clothing and bedding of the native crew and of the pilgrims have been disinfected on shore.

The vessel has been completely cleansed and freed from rats by means of the Clayton apparatus before embarkation of the pilgrims.

Pilgrims	Men	. . . .
	Women	. . . .
	Boys	. . . .
	Girls	. . . .
	Infants	. . . .

Total No.

This ship is measured for pilgrims exclusive of infants under one year.

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE PILGRIM SHIPS ACT, 1895 (XIV OF 1895).

Equipment, provisioning, etc., of Pilgrim Ships—*contd.*

No. VIII.

Form of License to be granted to Medical Officers proceeding in charge of Pilgrims.

The bearer of this , holding a certificate to practise medicine and surgery, from is licensed to have medical charge of pilgrims proceeding, under the provisions of the Pilgrim Ships Act, 1895, to . This license holds good for one year from this date.

Dated—

[*Here enter seal of office.*]

Signature of recipient. Surgeon-General, or Secretary to Surgeon-General, in his absence; Inspector-General of Civil Hospitals, or Officer in charge of office; or Port Health Officer or Port Surgeon.

NOTE.—In granting this license, preference should be given to medical graduates or licentiates of a University or other recognised licensing body, provided they are men of good character and of some experience. It is desirable that medical officers should be Muhammadans.

No. IX.

Form of Medical Officer's Certificate.

Certified that I have by careful inspection satisfied myself in regard to the arrangements that have been made in accordance with the requirements of the rules relating to pilgrim ships proceeding to the Hedjaz for the care and comfort of the pilgrims about to be carried in the pilgrim ship proceeding to ; and that I was present with the Inspecting Officer at his final inspection of the arrangements, held on the of 19 .

Dated

Medical Officer
In charge of pilgrims' Ship.

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE PILGRIM SHIPS ACT, 1895 (XIV OF 1895).

Equipment, provisioning, etc., of Pilgrim Ships—*contd.*

No. X.

Medical Admission and Discharge Book.

Serial number of cases.	Name.	Age.	Sex.	Disease or cause of Admission.	DATES OF			Number of hours or days under treatment.	Remarks.
					Admission.	Discharge or recovery.	Death.		

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE PILGRIM SHIPS ACT, 1895 (XIV OF 1895).

Equipment, provisioning, etc., of Pilgrim Ships—*contd.*

No. XI.

Register of Deaths.

Serial Number.	Name.	Age.	Time of occurrence.		Cause.	Remarks.
			Date.	Hour.		

[*See* Gazette of India, 1910, Pt. I, p. 1039.]

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE COTTON DUTIES ACT, 1896 (II OF 1896).

Cotton Duties.

No. 9289—5, dated the 21st December, 1912.—In exercise of the power conferred by section 7 (*1*) of the Cotton Duties Act, 1896 (II of 1896), and in supersession of the Notification in this Department, No. 9119—9, dated the 16th December, 1911, the Governor General in Council is pleased to fix, for the descriptions of cotton goods hereunder specified, tariff values as follows, with effect from the 1st January, 1913:—

Grey goods, plain or bordered.

	Tariff value per lb. a.	p.
1. Chadars and bedsheets, plain, or having only borders not over ¼″	9	3
2. Dangari and Khadi cloth	8	3
3. Dhuties, cholas, dupattas, lungis, and gumchas, plain, or having only borders not over ¼″	9	9
4. Dhuties, cholas, dupattas, lungis and gumchas, having only borders over ¼″ but not over ¾″	9	9
5. Dhuties, cholas, dupattas, lungis and gumchas, having only borders over ¾″ but not over 2″	10	6
6. Patals and saris with headings over 4″ wide and only coloured borders not over ¾″	10	6
7. Domestics, T cloths, shirtings, longcloth, sheetings having borders not over ½″	9	3
8. Drills and jeans, plain	9	0
9. Fents	7	9
10. Printers and sadlapat	9	9
11. Printers (bhagabad)	9	3
12. Shirtings, twilled, unbleached	11	3
13. Shirtings, twilled, bleached	13	3
14. Tent, sail, commissariat, and double threaded cloth (dosuti)	8	9
15. Zanzibar cloth	9	0

Provided that for calendered grey goods 3 pies shall be added to the above values.

Figured or coloured goods.

	Tariff value per lb. a.	p.
16. Bedcovers, twilled sheets, quilts, and table-cloths, with borders not over ½″	9	9
17. Bedcovers, quilts, table-cloths, twilled or plain wove sheets and chadars, coloured warp or weft	11	3

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE COTTON DUTIES ACT, 1896 (II OF 1896).

Cotton Duties—*contd.*

Figured or coloured goods—concld.

	Tariff value per lb a. p
18. Bedcovers, quilts, table-cloths, twilled or plain wove sheets and chadars, coloured warp and weft	12 0
19. Bed ticking, plain or drilled	9 9
20. Check gumchas	11 6
21. Cholis and saris (coloured)	13 0
22. Cotton tweed, commonly called hunting cloth, plain or striped including leheria, Thana susi, Thana drill, Thana twill, and Thana check	11 6
23. English patterned checks, trouserings and coatings	12 3
24 Drills, striped	10 0
25. Drills, checked	10 0
26. Drills, dyed	11 6
27. Fancy dobby pattern checks, coloured warp and weft	11 6
28. Fents	9 0
29. Flannel pattern susi and dobby susi, grey weft	11 0
30. Flannel pattern susi and dobby susi, coloured weft	12 0
31. Lungis, coloured	11 9
32. Lungis, grey with coloured stripes and borders	9 9
33. Napkins, grey	9 9
34. Napkins, bleached	12 6
35 Susi check, English, grey ground	12 3
36. Susi checks, ordinary, grey ground	11 3
37. Susi checks, ordinary, coloured warp or weft	11 9
38 Susi checksheets, ordinary, grey ground	11 9
39. Susi, ordinary, coloured stripes, grey ground	10 6
40. Susi, ordinary, coloured weft	11 9
41. Tent cloth, blue and red	11 0
42. Tent cloth, khaki	11 9
43. Towels, Turkish, grey	12 0
44 Towels, Turkish, bleached	14 3
45. Towels, honeycomb and other sorts, grey	9 9
46. Towels, honeycomb, bleached	12 3
47. Zephyr cloth	11 3
48. Zephyr striped and checked	12 3

Provided that any goods specified in the foregoing lists shall, when woven with borders of silk, be assessed to duty *ad valorem*.

[*See* Gazette of India, 1912, Pt. I, p. 1689.]

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE COTTON DUTIES ACT, 1896 (II OF 1896).

Assessment to Cotton duties.

No. 864-S.R., dated the 21st February, 1896.—In exercise of the power conferred by section 36 of the Cotton Duties Act (II of 1896), the Governor General in Council is pleased to make the sub-joined rules under the said Act, and to direct that they shall be enforced throughout British India in supersession of the rules made under Act XVII of 1894 and published with the undermentioned Notifications:—

Finance and Commerce Department, No. 2061-S.R., dated the 3rd May, 1895.

Finance and Commerce Department, No. 4722-S.R., dated the 3rd October, 1895.

Foreign Department, No. 3280-I., dated the 4th October, 1895.

Finance and Commerce Department, No. 5432-S.R., dated the 15th November, 1895.

Finance and Commerce Department, No. 5434-S.R., dated the 15th November, 1895.

RULES.

RETURN AND NOTICE ASSESSMENT.

1. The return required by section 8 of the Cotton Duties Act, 1896, from the owner of every mill in which cotton goods are produced shall be in Form A appended to these Rules, and shall contain the particulars indicated therein, shown separately for each description of goods and for goods of the same description but of different dimensions.

The declaration of the truth of such return shall be subscribed in the terms set forth at the foot of the said form.

2. Every mill-owner who has entered any cotton goods in column 5 of the return shall also deliver to the Collector, within 20 days after the date on which such return is due for delivery, the certificate required by section 18 of the Act.

3. When the return, duly completed, has been delivered to the Collector as provided in the Act, the Collector shall check the same in any manner that may appear to him desirable, and may, for such purpose, examine and compare, or cause to be examined and compared, the records and accounts of the mill. He shall ascertain that the quantities shown in column 5 of the return agree with those shown in the certificates issued, and shall also satisfy himself that the quantities shown as warehoused have been actually so dealt with.

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE COTTON DUTIES ACT, 1896 (II OF 1896).

Assessment to Cotton duties—*contd.*

4. The Collector, when satisfied that the return is correct, shall send to the mill-owner a statement in Form B appended to these Rules showing as due for the period to which the return relates the total duty assessed by him.

5. If the amount of the duty assessed is not immediately tendered, a notice may be served on the mill-owner under section 9, sub-section (*1*) of the Act, which shall be in Form C appended to these Rules.

FREE EXPORT AND DRAWBACK.

[1]6. Every mill-owner exporting goods direct from the mill shall, at the time of putting in the shipping bills, furnish the Collector of Customs at the port of shipment with the particulars indicated in Form E appended to these Rules.

7. (*1*) Every mill-owner selling goods for future export shall, unless it is otherwise provided by the contract, be bound to furnish the purchaser on request with the particulars indicated in Form E, and to fill in the certificate of sale at the foot of the form.

[2][He shall also furnish a return in Form D with respect to such goods at the same time and to the same authority as is required by Rule 6 in the case of goods exported by him direct.]

(*2*) If the exporter of the goods desires to claim certificate of drawback in respect of such goods, he shall supply to the Collector the particulars indicated in Form E at the time of putting in the shipping bills.

8. The Collector of Customs at the port of shipment may then take such steps as may be necessary to satisfy himself that the goods brought for export correspond with the description given in Form E, and that their contents are as therein stated. When satisfied on these points, and after the goods have been exported the Collector shall—

(*1*) if the goods have not been assessed in any return received before the application for export is made—

issue a certificate in Form F;

(*2*) if the goods have been so assessed—

grant drawback on proof of payment of duty on the goods in respect of which the claim for drawback is made.

[1] Substituted by Notification No. 2429-S. R., dated the 29th May, 1899, *see* Gazette of India, 1899, Pt. I, p. 447.

[2] Added by Notification No. 126-S. R., dated 8th January, 1897, *see* Gazette of India, 1897, Pt. I, p. 16.

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE COTTON DUTIES ACT, 1896 (II OF 1896).

Assessment to Cotton duties—*contd.*

9. The certificate issued in Form F may be made over to the exporter of the goods, if the mill-owner has given authority for that purpose.

10. A record shall be maintained in the office of the Collector of Customs at the port of shipment, of all certificates so issued.

11. All certificates delivered in accordance with Rule 2 of these Rules shall be filed in the Collector's office.

12. If goods on which duty has been paid are exported by the owner of the mill in which they were produced, the Collector may credit the amount of drawback allowed thereon against the next demand for duty, in the event of such duty being payable to him.

MILL REGISTERS AND RECORDS.

13. Every bale of goods made up at a mill shall be stamped with a consecutive number, which shall be entered at the time of baling in a register to be called the Bale Register. It shall further be marked before it is issued out of the premises of the mill, with the date of issue.

14. The Bale Register shall show—

(1) the consecutive number of the bale;

(2) the description of goods contained in the bale;

(3) the "real value" of the goods;

(4) the number of pieces of piece-goods;

(5) the dimensions and weight of the goods; and

(6) the date on which the bale is issued out of the premises of the mill.

15. All other goods not baled and marked in accordance with Rule 13 shall be entered in a register of goods issued out of the premises of the mill in which shall be entered the description, weight and real value of all such goods.

SPECIAL PROVISIONS FOR BLEACHED OR DYED GOODS.

16. The exporter of goods which have been bleached or dyed after having issued out of the premises of a mill, shall, in addition to the information required by Rule 7 (2), furnish the Collector of Customs with a statement from the owner of the works in which such goods were bleached or dyed, showing for the same—

(1) the numbers and marks on the bales of bleached or dyed goods for export;

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

The Cotton Duties Act, 1896 (II of 1896).

Assessment to Cotton duties—*contd.*

(2) the numbers and marks on the bales of grey goods from which the bales of bleached or dyed goods have been made up;

(3) the weight of the bales for export;

(4) the date of putting the goods into process;

(5) the date of baling the finished goods; and

(6) the name of the owner of the works at which such goods were bleached or dyed.

17. The Collector shall satisfy himself, by reference to the books and records of the works at which such goods were bleached or dyed, or otherwise as he may think fit, of the identity of the same with the grey goods shown in Form E.

Special Rule for all Mills in which yarn is spun.

18. The owner of every mill in which yarn is spun shall prepare and deliver to the Collector, on or before the 15th of each month, a return in Form G of all yarn spun in the mill during the preceding month.

Special rule for all Factories which manufacture Hosiery and other wearing apparel.

[1]19. The owner of every factory in which hosiery and other kinds of cotton wearing apparel are manufactured, who does not already keep the registers prescribed under rules 13, 14 and 15, shall prepare and keep in English three registers, A I, A II and A III, in the forms hereto appended, showing (*i*) the amount of cotton-webbing manufactured daily for conversion into wearing apparel, and (*ii*) the amount of hosiery goods daily made up into packets and ready for issue. In addition to these three registers, the owner of every such factory shall prepare and keep the register of goods issued out of the factory premises mentioned in rule 15 above. All these registers shall be kept upon the premises of the factory, and shall be shown to the Collector or other officer duly appointed on demand.

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[1] Rule 19 was added by Notification No. 4805-S. R., dated the 21st September, 1900, *see* Gazette of India, 1900, Pt. I, p. 597.

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE COTTON DUTIES ACT, 1896 (II OF 1896).

Assessment to Cotton duties—*contd.*

[1]FORM A.

Particulars of all Cotton goods produced at Mill during the period beginning and ending 191 .

Description of goods (1).	Issued out of the premises.		Real value.	Deduction claimed under section 15 on account of quantity warehoused, in lbs.	Deduction claimed under section 19 on account of quantity exported, in lbs.	Balance on which duty is now leviable.
	Weight, lbs.	Yards or dozens.				
1	2	3	4	5	6	7
Part I.—Grey and bleached piece-goods.						
[To be reported in lbs. and yards and *bleached to be distinguished from grey goods.*]						
1. Chadars						
2. Dhuties						
3. Drills and Jeans						
4. Cambrics and Lawns						
5. Printers						
6. T-cloth, Domestics and Sheetings .						
7. Shirtings and longcloth . . .						
8. Tent cloth						
9. Other sorts						
Part II.—Coloured Piece-goods.						
[To be reported in lbs. and yards.]						
1. Chadars						
2. Lungis and Dhuties						
3. Drills and Jeans						
4. Greys, dyed						
5. Coloured striped Saris and Susis						
6. Cotton tweeds and checks . .						
7. Other sorts						

[1] Substituted by Notification No. 2091-3, dated 17th March, 1906, *see* Gazette of India, 1906, Pt. I, p. 179.

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE COTTON DUTIES ACT, 1896 (II OF 1896).

Assessment to Cotton duties—*contd.*

FORM A.

Particulars of all Cotton goods produced at Mill during the period beginning and ending 191 .

Description of goods (1).	ISSUED OUT OF THE PREMISES.		Real value.	Deduction claimed under section 15 on account of quantity warehoused, in lbs.	Deduction claimed under section 19 on account of quantity exported, in lbs.	Balance on which duty is now leviable.
	Weight, lbs.	Yards or dozens.				
1	2	3	4	5	6	7
Part III.—Grey and coloured goods other than Piece-goods.						
[To be reported in lbs. and dozens, and grey coloured and bleached goods to be distinguished.]						
Part IV.—Hosiery.						
[To be reported in lbs. and dozens.]						
Part V.—Miscellaneous.						
[To be reported in lbs. only.]						
Total						

(1) To be shown separately for goods of different dimensions.

I do hereby declare that I have compared the above particulars with the records and books of my mill, and that they are, in so far as I can ascertain, accurate and complete.

Dated this day of 191 .

(Signed)

[To be signed by the Millowner, Managing Agent, or other principal officer of the mill.]

For Form prescribed for Bombay Presidency, *see* Notification No. 4446—3, dated 7th June, 1906, *infra*.

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

The Cotton Duties Act, 1896 (II of 1896).

Assessment to Cotton duties—*contd.*

[1] FORM A I.

Register of cotton-webbing manufactured daily for conversion into wearing apparel.

Date.	Number of Machine.	QUANTITY IN LB. OF WEBBING OF VARIOUS KINDS TURNED OFF MACHINES.											
		GUERNSEYS.						PANTS		STOCKINGS.		CAPS.	
		Sleeves.		Bodies.		Wrists							
		Grey.	Coloured.	Grey.	Coloured.	Grey	Coloured.	Grey.	Coloured.	Grey	Coloured.	Grey.	Coloured.

[1] Forms A I—III were added by Notification No. 1565-S. R., dated 21st September, 1900, see Gazette of India, 1900, Pt. I, p. 597.

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE COTTON DUTIES ACT, 1896 (II OF 1896).

Assessment to Cotton duties—*contd.*

A II.

GOODS.

and ready for issue at the hosiery factory.

COTTON SOCKS AND STOCKINGS, COLOURED.				COTTON CAPS, COLOURED.				
Quality number.	Number of packets made.	Number in each packet.	Total number of dozens.	Quality number.	Number of packets made.	Number in each packet.	Total number of dozens.	

1900, *see* Gazette of India, 1900, Pt. I, p. 597.]

THE COTTON DUTIES ACT, 1896 (II OF 1896).

Assessment to Cotton duties—*contd.*

A III.

GOODS.

and ready for issue at the *hosiery factory.*

COTTON SOCKS AND STOCKINGS, WHITE.				COTTON CAPS, WHITE.				
Quality number.	Number of packets made.	Number in each packet.	Total number of dozens.	Quality number.	Number of packets made.	Number in each packet.	Total number of dozens.	

1900, *see* Gazette of India, 1900, Pt. I, p. 597.]

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE COTTON DUTIES ACT, 1896 (II OF 1896).

Assessment to Cotton duties—*contd.*

FORM C.

Notice of Demand of Payment of Excise Duty under Section 9 (1) of Act II of 1896.

No.————————

Collector's Office.

————————191 .

Name of Mill————————

Owner————————

For the month of
————————191 .

Amount, Rupees ————————

Collector.

FORM C.

Notice of Demand of Payment of Excise Duty under Section 9 (1) of Act II of 1896.

No.————————

Collector's Office.

————————191 .

To————————

Take notice that on behalf of Government I hereby demand payment by you of the sum of rupees———— now due and unpaid on account of Excise Duty for the *month of* ————————191 and that if the above amount be not paid into this office within ten days after the *date of service* hereof on you, I shall proceed to obtain payment of the same according to the provisions of the Cotton Duties Act (*II of* 1896).

————————

Collector.

N.B.—No payment should be tendered on Sunday nor after 2-30 P.M. on any day nor after 12-30 P.M. on Saturdays.

(*Form D—Cancelled by Notification No. 2429-S. R., dated the 29th May, 1899, Pt. I, p. 447.*)

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE COTTON DUTIES ACT, 1896 (II OF 1896).

Assessment to Cotton duties—*contd.*

FORM C.

Notice of Demand of Payment of Excise Duty under Section 9 (1) of Act II of 1896.

No ——————

Collector's Office.

——————191 .

Name of Mill——————

Owner——————

For the month of ——————191 .

Amount, Rupees ——————

——————

Collector.

FORM C.

Notice of Demand of Payment of Excise Duty under Section 9 (1) of Act II of 1896.

No. ——————

Collector's Office.

——————191 .

To——————

Take notice that on behalf of Government I hereby demand payment by you of the sum of rupees—————— now due and unpaid on account of Excise Duty for the month of —————— 191 and that if the above amount be not paid into this office within ten days after the date of service hereof on you, I shall proceed to obtain payment of the same according to the provisions of the Cotton Duties Act (II of 1896).

——————

Collector.

N.B.—No payment should be tendered on Sunday nor after 2-30 P.M. on any day nor after 12-30 P.M. on Saturdays.

(*Form D—Cancelled by Notification No. 2129-S. R., dated the 29th May, 1899, Pt. I, p 417*)

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE COTTON DUTIES ACT, 1896 (II OF 1896).

Assessment to Cotton duties—*contd.*

FORM

To

THE COLLECTOR OF ____________

Please allow Certificate or Drawback in the case of the following

1	2	3	4	5
No. of Bales and Marks.	No. of Bales [[1] as in bale register].	Weight of Bale.	Name of Producing Mill.	Details of Contents.

Dated this ____________ day

(Signed) ____________

Certified that the Bales shown above were sold to

(Signed) ____________

[To be signed by the Mill-owner, Managing Agent,

Shipping Bill No. ____________,

[1] Added by Notification No. 2429-S. R., dated 29th May, 1899,

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE COTTON DUTIES ACT, 1896 (II OF 1896).

Assessment to Cotton duties—*contd.*

E.

Exports per S S.______________ on______________191 .

6	7	8	9	10
Dates of issue out of the Mill Premises.	Name of exporter.	Real Value.	Duty levied. (To be filled in only if duty has been paid.)	No. of pieces in each Bale.

of ______________ 191 .

____

______________on ______________ 191 .

____

or other Principal Officer of the Mill.]

Dated 191 .

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see Gazette of India, 1899, Pt. I, p. 447.

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE COTTON DUTIES ACT, 1896 (II OF 1896).

Assessment to Cotton duties—*contd.*

FORM

To

THE COLLECTOR OF ____________

Please allow Certificate or Drawback in the case of the following

1	2	3	4	5
No. of Bales and Marks.	No. of Bales [[1] as in bale register].	Weight of Bale.	Name of Producing Mill.	Details of Contents.

Dated this ____________ day

(Signed) ____________

Certified that the Bales shown above were sold to

(Signed) ____________

[To be signed by the Mill-owner, Managing Agent,

Shipping Bill No. ____________,

[1] Added by Notification No. 2429-S.R., dated 29th May, 1899,

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE COTTON DUTIES ACT, 1896 (II OF 1896).

Assessment to Cotton duties—*contd.*

E.

____

Exports per S S.________________ on________________191 .

6	7	8	9	10
Dates of issue out of the Mill Premises.	Name of exporter.	Real Value.	Duty levied. (To be filled in only if duty has been paid.)	No. of pieces in each Bale.

of________________191 .

____

________________on ________________191 .

____

or other Principal Officer of the Mill.]

Dated . 191 .

see Gazette of India, 1899, Pt. I, p. 417.

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE COTTON DUTIES ACT, 1896 (II OF 1896).

Assessment to Cotton duties—*contd.*

FORM F.

CERTIFIED that the COTTON GOODS shown below were exported to—————————on ————————————— 191 , and that the————————————— MILL is entitled to deduct the same from the statements of Cotton Goods produced during the month of ——————————191 .

Description of goods.	Nos. on Bales [1] [2] as in bale register.	Weight of Bale or package.

(Signed)——————————

Collector.

Date——————————*191* .

[1] The words "or packages" were omitted by Notification No. 2429-S.R., dated 29th May 1899. *see* Gazette of India, 1899, Pt. I, p. 447.

[2] Inserted by the above Notification.

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE COTTON DUTIES ACT, 1896 (II OF 1896).

Assessment to Cotton duties—*contd.*

FORM G.

Return under Section 31 of the Cotton Duties Act (II of 1896).

RETURN made for the ——————— Mill showing weight of all yarn spun during the month ending ——————191 .

Count of yarn.	Weight in lbs. of each count.

Date——————————191 .

(Signed)

[To be signed by the Mill-owner, Managing Agent, or other Principal Officer of the Mill.]

[*See* Gazette of India, 1896, Pt. I, p. 127.]

No. 4446—3, dated the 7th June, 1906.—In exercise of the power conferred by section 36 of the Cotton Duties Act, 1896 (II of 1896), the Governor General in Council is pleased to direct that *so far as the Bombay Presidency is concerned,* Form A annexed hereto shall be substituted for Form A prescribed by the Notification of the Government of India in this Department, No. 2080-3, dated the 17th March, 1906.[1]

[1] See footnote on p. 1389, *supra.*

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE COTTON DUTIES ACT, 1896 (II OF 1896).

Assessment to Cotton duties—*contd.*

FORM A.

Particulars of all Cotton goods produced at ______ Mill during the period beginning and ending ______ 191 .

1	2		3	4	5	6	7
Description of goods. [1]	ISSUED OUT OF THE MILL PREMISES.		Numbers on bales (as in bale register).	Real value.	Deduction claimed under section 15 on account of quantity warehoused, in lbs.	Deduction claimed under section 19 on account of quantity exported, in lbs.	Balance on which duty is now leviable, in lbs.
	Weight in lbs.	Yards or dozens.					
PART I.							
Grey and bleached Piece-goods.							
[To be reported in lbs. and yards and bleached to be distinguished from grey goods.]							
1. Chadars							
2. Dhuties							
3. Drills and Jeans . .							
4. Cambrics and Lawns .							
5. Prints							
6. T-cloth, Domestics and Sheeting.							
7. Shirtings and Longcloth .							
8. Tentcloth . . .							
9. Other sorts . . .							

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE COTTON DUTIES ACT, 1896 (II OF 1896).

Assessment to Cotton duties—*contd.*

FORM A—*contd.*

Particulars of all Cotton goods produced at ________ *Mill during the period beginning and ending* ________ *191* .

1	2		3	4	5	6	7
Description of goods.[1]	ISSUED OUT OF THE MILL PREMISES.		Numbers on bales (as in bale register).	Real value	Deduction claimed under section 15 on account of quantity warehoused in lbs.	Deduction claimed under section 19 on account of quantity exported in lbs.	Balance on which duty is now leviable in lbs.
	Weight in lbs.	Yards or dozens.					
PART II.							
Coloured Piece-goods.							
[To be reported in lbs. and yards.]							
1 *Chadars*							
2 Lungis and Dhuties . .							
3 Drills and Jeans . .							
4. Greys, dyed . .							
5. Coloured striped Saris and Susis.							
6. Cotton Tweeds and Checks							
7. Other sorts . . .							
PART III.							
Grey and Coloured goods other than Piece-goods.							
[To be reported in lbs. and dozens, and grey, coloured and bleached goods to be distinguished.]							

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE COTTON DUTIES ACT, 1896 (II OF 1896).

Assessment to Cotton duties—*concld.*

FORM A—*concld.*

Particulars of all Cotton goods produced at ——— *Mill during the period beginning* ——— *and ending* ——— *191* .

1	2		3	4	5	6	7
Description of goods.[1]	ISSUED OUT OF THE MILL PREMISES.		Numbers on bales (as in bale register).	Real value.	Deduction claimed under section 15 on account of quantity warehoused in lbs.	Deduction claimed under section 19 on account of quantity exported in lbs.	Balance on which duty is now leviable in lbs.
	Weight in lbs.	Yards or dozens.					
PART IV. *Hosiery.* [To be reported in lbs. and dozens.]							
PART V. *Miscellaneous.* [To be reported in lbs. only.]							
Total							

[1] To be shown separately for goods of different dimensions.

I do hereby declare that I have compared the above particulars with the records and books of my mill, and that they are, in so far as I can ascertain, accurate and complete.

Dated this ——— *day of* ——— *191* .

(*Signed*)

[To be signed by the Mill-owner, Managing Agent, or other Principal Officer of the mill.]

[*See* Gazette of India, 1906, Pt. I, p. 387.]

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE EPIDEMIC DISEASES ACT, 1897 (III OF 1897).

Delegation of powers to Local Governments.

No. 302, dated the 4th February, 1897.—Whereas certain parts of India are visited by, and others threatened with, an outbreak of dangerous epidemic disease known as bubonic plague, the Governor General in Council, in exercise of the powers conferred by section 2, sub-section (*3*), of the Epidemic Diseases Act, 1897, is pleased to direct that the powers conferred by the said Act may be exercised by Local Governments with regard to their respective territories as follows:—

(*a*) all the said powers by the Governors of Fort St. George and Bombay in Council, the Lieutenant-Governor of Bengal and Chief Commissioner of Burma;

(*b*) the powers conferred by section 2, sub-section (*1*), and sub-section (*2*), clause (*b*), by the Lieutenant-Governor of the North-Western Provinces and Chief Commissioner of Oudh, the Lieutenant-Governor of the Punjab and the Chief Commissioner of the Central Provinces; and

(*c*) the powers conferred by section 2, sub-section (*2*), clause (*b*), by the Chief Commissioners of Assam, Coorg and British Baluchistan.

[*See* Gazette of India, 1897, Pt. I, p 102]

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE PROVIDENT FUNDS ACT, 1897 (IX OF 1897).

Extension of provisions of the Act to all Provident Funds established by Cantonment Authorities.

No. 132, dated 11th February, 1910.—In exercise of the powers conferred by section 6 of the Provident Funds Act, 1897 (IX of 1897), the Governor General in Council is pleased to extend the provisions of the said Act to all provident funds established by Cantonment Authorities for the benefit of their employés.

[*See* Gazette of India, 1910, Pt. I, p. 183.]

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

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[1]THE LOCAL AUTHORITIES (EMERGENCY) LOANS ACT, 1897 (XII OF 1897).

Rules for the sanction and grant of loans to Local Authorities.

No. 571-A., dated the 24th September, 1912.—In exercise of the powers conferred by section 3 of the Local Authorities (Emergency) Loans Act, 1897, as amended by Act XI of 1912, the Governor General in Council has made the following rules for the sanction and grant of loans to local authorities:—

1. These rules shall come into force on the 1st day of October, 1912.

2. In these rules—

(1) the "Act" means the Local Authorities (Emergency) Loans Act, 1897;

(2) the "Local Authority" means the Local Authority applying for, or, as the case may be, receiving or having received the loan;

(3) "loan" means a loan under the Act.

3. A loan shall not be sanctioned or granted except for the purpose of meeting expenditure such as should ordinarily be met from current revenue.

4. The term of a loan shall ordinarily not exceed 5 years, but in exceptional cases the Local Government may sanction or grant a loan for a period not exceeding 15 years. The term of the loan should be calculated from the date on which the loan is completely made.

5. The previous sanction of the Government of India shall be obtained in cases in which it is desired to sanction or grant a loan—

(*a*) with a term of more than 15 years;

(*b*) bearing interest at a lower rate than 4 per cent.;

(*c*) of more than 5 lakhs to any of the Local Authorities enumerated in section 8 (*a*) of the Local Authorities Loan Act, 1879.

[*See* Gazette of India, 1912, Pt I, p 1054.]

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[1] This Act has been repealed by Act IX of 1914. For revised rules under the latter Act, *see* Gazette of India, 1914, Pt I, p. 1888.

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE PROVIDENT FUNDS ACT, 1897 (IX OF 1897).

Extension of provisions of the Act to all Provident Funds established by Cantonment Authorities.

No. 132, dated 11th February, 1910.—In exercise of the powers conferred by section 6 of the Provident Funds Act, 1897 (IX of 1897), the Governor General in Council is pleased to extend the provisions of the said Act to all provident funds established by Cantonment Authorities for the benefit of their employés.

[*See* Gazette of India, 1910, Pt. I, p. 183.]

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

[1]THE LOCAL AUTHORITIES (EMERGENCY) LOANS ACT, 1897 (XII OF 1897).

Rules for the sanction and grant of loans to Local Authorities.

No. 571-A., dated the 24th September, 1912.—In exercise of the powers conferred by section 3 of the Local Authorities (Emergency) Loans Act, 1897, as amended by Act XI of 1912, the Governor General in Council has made the following rules for the sanction and grant of loans to local authorities:—

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(*b*) bearing interest at a lower rate than 4 per cent.;

(*c*) of more than 5 lakhs to any of the Local Authorities enumerated in section 8 (*a*) of the Local Authorities Loan Act, 1879.

[*See* Gazette of India, 1912, Pt. I, p. 1054.]

[1] This Act has been repealed by Act IX of 1914. For revised rules under the latter Act, *see* Gazette of India, 1914, Pt. I, p. 1888.

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE PROVIDENT FUNDS ACT, 1897 (IX OF 1897).

Extension of provisions of the Act to all Provident Funds established by Cantonment Authorities.

No. 132, dated 11th February, 1910.—In exercise of the powers conferred by section 6 of the Provident Funds Act, 1897 (IX of 1897), the Governor General in Council is pleased to extend the provisions of the said Act to all provident funds established by Cantonment Authorities for the benefit of their employés.

[*See* Gazette of India, 1910, Pt. I, p. 183.]

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE CODE OF CRIMINAL PROCEDURE, 1898 (V OF 1898).

Trial of persons subject to Military Law—*contd*

to (*d*), the Commanding Officer of the accused gives notice to the Magistrate that, in the opinion of competent military authority, the accused should be tried by a court-martial, the Magistrate shall stay proceedings and, if the accused is in his power or under his control, shall deliver him, with the statement prescribed by section 549, to the authority specified in the said section.

(4) Where a Magistrate has been moved by competent military authority under rule 1, clause (*b*), and the Commanding Officer of the accused subsequently gives notice to such Magistrate that, in the opinion of such authority, the accused should be tried by a court-martial, such Magistrate, if he has not, before receiving such notice, done any act or issued any order referred to in rule 2, clauses (*a*) to (*d*), shall stay proceedings, and, if the accused is in his power or under his control, shall in the like manner deliver him, with the statement prescribed in section 549, to the authority specified in the said section.

(5) Where an accused person, having been delivered by the Magistrate under rule 3 or 4, is not tried by a court-martial for the offence of which he is accused, or other effectual proceedings are not taken, or ordered to be taken, against him, the Magistrate shall report the circumstance—

(*a*) in cases occurring in the Province of Madras or Bombay, to the Local Government; and,

(*b*) in all other cases, through the Local Government to the Governor General in Council.

[*See* Gazette of India, 1902, Pt. I, p. 383.]

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

INDIAN POST OFFICE ACT, 1898 (VI OF 1898).

Rules as to rates of postage, money orders, insurance, etc.

No. 2883—45, dated the 26th April, 1913.—In exercise of the powers conferred by the Indian Post Office Act, 1898 (VI of 1898), as amended by the Indian Post Office (Amendment) Act, 1912 (III of 1912), and in supersession of all previous notifications under that Act (hereinafter referred to as "the Act"), the Governor General in Council is pleased to issue the following rules and orders:—

PART I.—RATES OF POSTAGE.

I.—INLAND POSTAL ARTICLES.

1. The following rates of postage shall be chargeable on postal articles where the postage is prepaid:—

Letters.

For a letter not exceeding one tola in weight .	Half an anna.
For a letter exceeding one tola but not exceeding ten tolas in weight	One anna.
For every additional ten tolas or part of that weight	One anna.

Postcards.

For a single postcard	One-quarter of an anna.
For a reply postcard	Half an anna, that is, one-quarter of an anna for each portion of the reply postcard.

Book, pattern and sample packets.

For every ten tolas or part of that weight . .	Half an anna.

Registered newspapers.

For a newspaper not exceeding eight tolas in weight	One-quarter of an anna.
For a newspaper exceeding eight tolas but not exceeding forty tolas in weight	Half an anna.
For every additional forty tolas or part of that weight	Half an anna.

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

INDIAN POST OFFICE ACT, 1898 (VI OF 1898)

Rules as to rates of postage, money orders, insurance, etc.—*contd*

Parcels.

(*a*) *Parcels not exceeding 440 tolas in weight*—

For a parcel not exceeding forty tolas in weight	Two annas
For every additional forty tolas or part of that weight	Two annas

(*b*) *Parcels exceeding 440 tolas in weight*—

For a parcel exceeding 440 tolas, but not exceeding 480 tolas in weight .	Three rupees
For every additional forty tolas or part of that weight	Four annas.

NOTE —The expression " Inland " shall not apply to postal articles other than parcels and official articles when—

(i) posted in British India and addressed to any of the undermentioned places for which post offices have been established by the Governor General in Council beyond the limits of British India, namely :—

(1) Baghdad	(5) Jask.
(2) Bandar Abas	(6) Linga
(3) Busrah.	(7) Mohammerah
(4) Bushire	

(ii) posted at any of the post offices established by the Governor General in Council at those places and addressed to any other of those places or to any place in British India.

On such articles the following rates of postage shall be chargeable when the postage is prepaid :—

Letters.

For a letter not exceeding one ounce in weight	Two-and-a-half annas
For every additional ounces or part of that weight	One-and-a-half annas.

Postcards.

For a single postcard	One anna.
For a reply postcard	Two annas.

Printed papers (including newspapers and books).

For a packet not exceeding two ounces in weight	Half an anna.
For every additional two ounces or part of that weight	Half an anna.

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

INDIAN POST OFFICE ACT, 1898 (VI OF 1898).

Rules as to rates of postage, money orders, insurance, etc.—*contd.*

Business papers (legal and commercial documents).

For a packet not exceeding ten ounces in weight	Two-and-a-half annas.
For every additional two ounces or part of that weight	Half an anna.

Samples.

For a packet not exceeding four ounces in weight	One anna.
For every additional two ounces or part of that weight	Half an anna.

2. The following rates of postage shall be chargeable on the delivery of postal articles where the postage is not prepaid or is insufficiently prepared:—

On an unpaid letter or packet	Double the prepaid rate.
On an insufficiently paid letter or packet . .	Double the deficiency.

II.—FOREIGN POSTAL ARTICLES.

3. The following are declared to be the rates of postage chargeable on postal articles where the postage is prepaid:—

Letters.

For the United Kingdom and the following British Possessions and Protectorates.

Antigua.
Ascension.
Australia [including the States of New South Wales, Queensland, South Australia, Tasmania, Victoria, and Western Australia; also Papua (British New Guinea), and Norfolk Island].
Bahamas.
Barbados.
Basutoland.
Bechuanaland Protectorate.
Bermuda.
British Bechuanaland.
British East Africa and Uganda.
British Guiana.
British Honduras.
British North Borneo.
British Somaliland.
Brunei.
Canada.
Cayman Islands.
Cyprus.
Dominica.
Falkland Islands.
Fiji.
Friendly (or Tonga) Islands.
Gambia.
Gibraltar.
Gilbert Islands.
Gold Coast.
Grenada.
Hong Kong [with agencies at Shanghai, Liu Kung Tau (Wei-Hai-Wei), Hankow, Ningpo, Foochow, Amoy, Swatow, Tientsin, Canton, Chefoo, and Hoihow].
Jamaica.
Malay States, Federated (*viz.*, Negri Sembilan, Pahang, Perak, and Selangor).
Malay States of Johore, Kedah, Kelantan, Perlis, and Trengganu.

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

Indian Post Office Act, 1898 (VI of 1898).

Rules as to rates of postage, money orders, insurance, etc.—*contd*

Malta.
Mauritius.
Montserrat.
Morocco, British Post Office Agencies in—
Nevis.
Newfoundland.
New Hebrides (including the Banks and Torres Islands).
New Zealand [including Cook or Hervey Islands, Suwarrow Islands, Fanning Islands, and the Islands of Palmerston [illegible] (*Puka-* [illegible] and [illegible]
Nigeria (Northern), including Borgu, Idda, and Lakoja.
Nigeria (Southern), including Akasa, Asaba, Benin, Bonny, Brass, Burutu, Calabar (New and Old), Forcados, Onitsha, Opobo, and Warree.
Nyasaland Protectorate (British Central Africa).
Rhodesia.
Sarawak.
St. Helena.
St. Kitts.
St. Lucia
St Vincent.
Seychelles
Sierra Leone
Solomon Islands.
South Africa, Union of (comprising the Provinces of Cape of Good Hope, Natal, Orange Free State, and Transvaal).
Straits Settlements.
Tortola.
Trinidad and Tobago
Tristan d'Acunha.
Turks and Caicos Islands.
Zanzibar

For Egypt (including the Soudan).

For a letter not exceeding one ounce in weight .	One anna.
For every additional ounce or part of that weight	One anna.

For any other part of the world served by the Foreign Post with the exception of Ceylon and Portuguese India.

For a letter not exceeding one ounce in weight .	Two-and-a-half annas.
For every additional ounce or part of that weight	One-and-a-half annas.
For Ceylon	Indian inland rates
For Portuguese India	Indian inland rates

Postcards.

For any part of the world served by the Foreign Post with the exception of Ceylon and Portuguese India.

For a single postcard	One anna.
For a reply postcard	Two annas.
For Ceylon	Indian inland rates.
For Portuguese India	Indian inland rates

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

INDIAN POST OFFICE ACT, 1898 (VI OF 1898).

Rules as to rates of postage, money orders, insurance, etc.—*contd.*

Printed papers (including newspapers and books).

For any part of the world served by the Foreign Post with the exception of Ceylon and Portuguese India.

For a packet not exceeding two ounces in weight	Half an anna.
For every additional two ounces or part of that weight	Half an anna.
For Ceylon	Indian inland rates.
For Portuguese India	Indian inland rates.

Business papers (legal and commercial documents).

For any part of the world served by the Foreign Post with the exception of Ceylon and Portuguese India.

For a packet not exceeding ten ounces in weight	Two-and-a-half annas.
For every additional two ounces or part of that weight	Half an anna.
For Ceylon	Indian inland rates.
For Portuguese India	Indian inland rates.

Samples.

For any part of the world served by the Foreign Post with the exception of Ceylon and Portuguese India.

For a packet not exceeding four ounces in weight	One anna.
For every additional two ounces or part of that weight	Half an anna.
For Ceylon	Indian inland rates.
For Portuguese India	Indian inland rates.

Registered newspapers.

For Ceylon	Indian inland rates.

Parcels.

The Director General shall, from time to time, declare in the *Post Office Guide* the countries and places to which parcels may be transmitted by the Foreign post, and the rates of postage chargeable in each case.

In the case of Ceylon the Indian inland rates of postage shall be applicable, provided that prepayment of postage, and registration, shall be compulsory.

4. The following are declared to be the rates of postage chargeable on the delivery of postal articles, other than parcels received by the Foreign post, where the postage is not prepaid or is insufficiently prepaid:—

When the postage is not prepaid . . .	Double the prepaid rate.
When the postage is insufficiently prepaid .	Double the deficiency.

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

INDIAN POST OFFICE ACT, 1898 (VI OF 1898).

Rules as to rates of postage, money orders, insurance, etc.—*contd.*

PART II.—MAIN CONDITIONS OF TRANSMISSION BY POST OF POSTAL ARTICLES.

I.—INLAND POSTAL ARTICLES.

Postcards.

5. Single and reply cards of private manufacture may be transmitted by post as postcards:

Provided that—

(*a*) the postage is prepaid in full by means of adhesive postage stamps affixed to them,

(*b*) as regards size, they are not more than $5\frac{1}{2}$ by $3\frac{1}{2}$ inches or less than $4\frac{3}{4}$ by 3 inches, and

(*c*) as regards substance, they are neither thinner nor more flexible than the inland postcards issued by the Post Office.

6. (*1*) All reply postcards of private manufacture shall display the title "Postcard" on the address-side, but this title is not obligatory for single cards of private manufacture. Reply-halves of reply-paid cards shall bear the words "Postcard" and "Reply." Whatever is printed on the address-side of inland or international official postcards issued by the Post Office is also permissible on the address-side of cards of private manufacture.

(*2*) A postcard shall not be folded, cut, or otherwise altered, except that the impressed postage stamp (if any) may be perforated with initials; nor may a postcard be enclosed in a cover of any kind.

(*3*) The right-hand half of the address-side of a postcard is in all cases reserved for the address of the recipient, for the postage stamp necessary for prepayment, which should, so far as possible, be affixed in the upper right-hand corner, and for the postal directions "Registered" and "Acknowledgment due," but the left-hand half of the address-side, as well as the back, may be used by the sender for the purpose of a written communication, or may be otherwise disposed of, subject to the restrictions mentioned in clause 4 of this rule.

NOTE.—A small space marked off by fine lines or minute dots to indicate the place where the postage stamp should be affixed is allowed on the upper right-hand corner of the address-side of postcards.

(*4*) Nothing shall be attached to a postcard except—

(*a*) stamps in payment of postage or stamp duty;

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

Indian Post Office Act, 1898 (VI of 1898).

Rules as to rates of postage, money orders, insurance, etc.—*contd:*

(*b*) a gummed label [not to exceed 2 inches (in length) and $\frac{3}{4}$ inch (in width)], bearing the name and address of the person to whom the card is sent;

(*c*) a similar label, bearing the name and address of the sender of the card; and

(*d*) engravings, illustrations, drawings, and photographs on very thin paper and completely adherent to the card.

Stamps in payment of stamp duty may be affixed only to the back of the postcard. The articles specified in clauses (*c*) and (*d*) may be affixed either to the back or the left-hand half of the address-side.

Letters.

[1](*4*) (*a*) Letters may be transmitted by post with or without prepayment of postage. Unpaid letters, with or without covers, shall be securely closed by the senders, and any such letter posted without having been securely closed shall be forwarded for disposal to the office of the Postmaster General to be destroyed forthwith in accordance with rule 177.

(*5*) The reply-halves of reply-paid cards cannot be registered by the original senders of such cards.

7. Should a postcard be posted without the postage having been prepaid in full, it shall be forwarded to the office of the Postmaster General to be destroyed forthwith. Should either portion of a reply postcard be posted without the postage having been prepaid, that portion shall be forwarded to the office of the Postmaster General to be destroyed forthwith. Should any of the other conditions imposed by rules 5 and 6 be infringed, the postcard shall be treated as a letter.

Book packets.

8. (*1*) A book packet may contain any of the following articles:—

(*a*) newspapers and publications of all kinds; books, whether blank or printed; engravings, photographs, drawings, plans, maps, printed music, and proof sheets with or without the manuscript relating thereto; blank paper, parchment, or card-board; and, generally, anything on paper, parchment, or card-board which is printed, engraved, lithographed, papyrographed, or produced by any other mechanical process easy to recognise, except the copying press and the typewriter:

[1] Added by Notification No. 4988—67, dated 28th June, 1913, published in the Gazette of India, 1913, Pt. I, p. 663.

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd*.

INDIAN POST OFFICE ACT, 1898 (VI OF 1898)

Rules as to rates of postage, money orders, insurance, etc.—*contd*

Provided that no card bearing the heading "Postcard" shall be allowed to be transmitted open by post as a book packet;

(*b*) business papers, written or drawn wholly or partly by hand, not being of the nature of a letter or having the character of a personal communication, such as deeds, bills of lading, invoices, accounts, proposals and policies of assurance, power-of-attorney, licenses, statistical returns submitted by or to public officers in their official capacities, and manuscript of all kinds, including manuscript music, not being of the nature of personal correspondence;

(*c*) written letters of old date which have previously passed through the post and served their original purpose;

(*d*) reproductions of a manuscript or type-written original obtained by mechanical process of polygraphy (chromography, mimeography, etc.), provided they are handed in at the post office counter and number at least 20 copies precisely identical;

(*e*) circulars, i.e., printed notices and printed letters, provided they contain nothing in writing except (*a*) corrections of press errors, (*b*) the date of despatch and the name and address and description of the sender, and the name of the addressee, and (*c*) the place, date, and hour, when the circular is a notice of meeting, or appointment, and in the case of a notice of meeting the objects of the meeting.

(2) With any of the abovementioned articles may be sent anything that is necessary for their safe transmission through the post, such as rollers, etc., and with any of the articles mentioned in clause (*a*) may be sent any legitimate binding, mounting, or covering, loose or attached, and anything that ordinarily appertains to such articles, as pens and pencils in the case of a pocket-book, photographs in the case of a photograph-book, and card-plates in the case of visiting cards.

(3) Manuscripts for the press shall not be reckoned as having the character of personal correspondence within the meaning of clause (*b*), and may be sent as a book packet.

9. No communication of the nature of a letter, or having the character of a personal communication, shall be enclosed with, or written upon, the contents of a book packet:

Provided that nothing in this rule shall be held to prohibit inscriptions or entries stating who the sender is or to whom the articles are to be given, or to prohibit purely complimentary greetings from being entered, in writing or otherwise, on Christmas, New Year, and Birthday cards and similar articles.

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

INDIAN POST OFFICE ACT, 1898 (VI OF 1898).

Rules as to rates of postage, money orders, insurance, etc.—*contd.*

10. A book packet shall not contain "paper-money," which for the purposes of this rule includes unobliterated postage or other stamps, currency notes, hundies, cheques, bank-notes, bank post bills, bills of exchange, and all orders or authorities for the payment of money.

Explanation.—This rule shall not apply to a book packet containing a stamped and addressed envelope, postcard, or wrapper, forwarded by the sender of the packet in order that such envelope, card, or wrapper may be returned through the post to the sender or sent to some other person designated by him.

11. The dimensions of a book packet, which may be of any shape, shall not exceed two feet in length by one foot in width and one foot in depth. When, however, the packet is in the form of a roll, the length shall not exceed thirty inches:

Provided that, if the length exceeds twenty-four inches (two feet), the diameter shall not exceed four inches.

[1]12. A book packet shall be posted without a cover, or in an unfastened envelope, or in a cover which can be easily removed for the purpose of examination without breaking any seal or tearing any paper or separating any adhering surfaces. A packet posted without a cover may not be fastened or otherwise treated so as to prevent easy examination.

13. If a book packet is found to contain anything not permitted by the rules, or to be in excess of the prescribed size, or to be packed in a manner not in accordance with the rules, it shall be charged on delivery with letter or parcel postage, whichever may be less. Any postage stamps that may be affixed to it shall, however, be recognised in assessing the charge.

Pattern packets.

14. (*1*) A pattern packet may contain *bonâ fide* trade patterns or samples of merchandise not having any saleable value, together with, or without, any matter which may be sent as a book packet. There shall be no writing upon or in a pattern packet, except the name and address of the sender, the name and address of the person for whom it is intended, a trade mark, numbers, prices, and indications as to the weight, size, or quantity to be disposed of.

(*2*) Objects of natural history, dried or preserved animals and plants, geological specimens, and other similar objects shall also be admitted to transmission by post at the rates of postage for pattern packets, provided that they are not sent for a commercial purpose, and that they are packed in the manner prescribed for pattern packets generally.

[1] Rule 12 was substituted by Notification No. 10983—124, dated 27th December, 1913, published in the Gazette of India, 1913, Pt. I, p. 1389.

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

INDIAN POST OFFICE ACT, 1898 (VI OF 1898).

Rules as to rates of postage, money orders, insurance, etc.—*contd*

15. The dimensions of a pattern packet shall not exceed two feet in length by one foot in width and one foot in depth; and the weight shall not exceed eighty tolas.

16. (*1*) A pattern packet shall be posted without a cover, or with a cover open at both ends, or in an unfastened envelope or other cover which can be easily removed so as to admit of a ready examination of the contents.

(*2*) Samples of seeds, drugs, and other articles which cannot be sent in unfastened or removable envelopes may be sent enclosed in boxes or bags, provided that they are fastened in such a way that they can be easily opened; they may also be sent in air-tight cases when necessary, provided that the nature of the contents is certified on the cover under the full signature and address of the sender.

(*3*) Articles of glass shall be securely packed (in boxes of metal, wood, leather, or card-board) in such a way as to prevent all risk of injury to the mails or to the officers of the post office.

(*4*) Liquids, oils, and fatty substances easily liquefied shall be enclosed in glass bottles hermetically sealed. Each bottle shall be placed in a wooden box furnished with saw-dust, cotton, or some spongy material in sufficient quantity to absorb the liquid in case the bottle be broken. Finally, the box itself shall be enclosed in a case of metal, or of wood with a screw top, or of strong and thick leather.

Explanation.—When use is made of perforated wooden blocks of the thickness of at least $\frac{1}{10}$th of an inch in the weakest part, with a sufficient quantity of absorbent material inside and provided with a cover, the blocks need not be enclosed in a second case.

(*5*) Fatty substances which are not easily liquefied, such as ointments, soft soaps, resins, etc., shall be enclosed in an inner cover (box, bag of linen or parchment, etc.), which shall itself be placed in a second box of wood, metal, or strong and thick leather.

(*6*) Dry powders, whether dyes or not, shall be placed in card-board boxes, which themselves shall be enclosed in a bag of linen or parchment.

(*7*) Live bees shall be enclosed in boxes so constructed as to prevent all danger and to allow the contents to be ascertained.

17. (*1*) If a pattern packet is found to contain anything not permitted by the rules, or to be in excess of the prescribed size or weight, or to be packed in a manner not in accordance with the rules, it shall be charged on delivery with letter or parcel postage, whichever may be less. Any postage stamps that may be affixed to it shall, however, be recognised in assessing the charge.

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

INDIAN POST OFFICE ACT, 1898 (VI OF 1898).

Rules as to rates of postage, money orders, insurance, etc.—*contd.*

(*2*) If a packet containing samples of any of the articles mentioned in clauses (*3*) to (*7*) of rule 16 is not packed in the manner prescribed therein, it shall not be forwarded.

Registered newspapers.

18. (*1*) Newspapers as defined in section 9 of the Act shall be transmitted by post as registered newspapers, provided that they are posted in accordance with the following conditions:—

(*a*) The newspaper shall be registered in the office of the Postmaster General, or officer exercising the powers of the Postmaster General, of the postal circle in which it is published. Such registration shall cease to have effect at the close of the calendar year following that in which it was effected, and must be renewed if a continuance of the privilege conferred by the system beyond that time is desired. The first application for the registration of a newspaper shall be accompanied by a certificate from the District Magistrate of the District in which the newspaper is published, or from the Chief Presidency Magistrate in the case of a Presidency-town, to the effect that the security required by section 8 of the Indian Press Act, 1910 (I of 1910), has been deposited or dispensed with, as the case may be.

(*b*) The postage shall be prepaid by postage stamps.

(*c*) The newspaper shall bear in print immediately above the address the word "Registered" followed by the registration-number which shall be assigned to it by the Postmaster General or other officer referred to in condition (*a*).

(*d*) The newspaper shall be posted at the place of publication by the proprietor, manager, or publisher.

(*e*) The newspaper shall be posted without a cover or in a short cover open at the ends.

(*f*) There shall be no word printed on the newspaper after its publication or upon the cover (if any) thereof, nor shall any writing or mark be made upon it or upon the cover (if any) thereof, except the name and address of the person to whom it is sent, and, if desired, the name and address of the newspaper, or of the sender.

(*g*) There shall be no paper or thing enclosed in or with any such newspaper other than an extra or supplement as specified in section 9 of the Act.

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

INDIAN POST OFFICE ACT, 1898 (VI OF 1898).

Rules as to rates of postage, money orders, insurance, etc.—*contd.*

(2) Nothing in this rule shall be held to prevent newspapers being transmitted by post, either singly or otherwise, at the rates and under the conditions prescribed for book packets.

Parcels.

19. A parcel may contain one (but shall not contain more than one) written communication of the nature of a letter, or having the character of a personal communication:

Provided that the communication shall be addressed only to the addressee of the parcel itself.

20. A parcel shall not exceed 440 tolas in weight, unless it is registered, in which case the weight shall not exceed 10 seers (800 tolas). A parcel shall not be of a kind which, owing to size, shape, manner of packing, or any other cause, cannot be carried by post without serious inconvenience or risk.

21. (1) A parcel shall be packed and enclosed in a reasonably strong case, wrapper, or cover, fastened in a manner calculated to preserve the contents from loss or damage in the post, to prevent any tampering therewith, and to protect other postal articles from being damaged in any way thereby.

(2) Liquids and substances which liquefy easily shall be despatched in a double receptacle. Between the first receptacle (bottle, flask, pot, box, etc.) and the second (which shall be a box of metal or of strong wood) some space shall be left to be filled with saw-dust, bran, or some other absorbing material.

(3) Live bees shall be enclosed in suitable cases and so packed as to prevent all risk of injury to other postal articles in course of transmission by post or to officers of the post office.

22. Human and other viscera may be transmitted by post to Chemical Examiners for analysis, subject to the following conditions:—

(a) The suspected viscus or other material to be sent for examination shall be enclosed in a glass bottle or jar, fitted with a stopper or sound cork.

(b) Great care shall be taken that the stopper or cork of the bottle fits tightly. This precaution is especially necessary when alcohol is used as a preservative; in such cases a ring of bee's wax or candle-wax shall be placed round the lip of the bottle so as to cover the shoulder of the stopper. The stopper shall be carefully fastened down with bladder or leather and sealed.

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

INDIAN POST OFFICE ACT, 1898 (VI OF 1898).

Rules as to rates of postage, money orders, insurance, etc.—*contd.*

(*c*) The glass bottle or jar shall then be placed in a strong wooden or tin box, which shall be large enough to allow of a layer of raw cotton, at least three-fourths of an inch thick, being placed between the bottle or jar and the box.

(*d*) The box itself shall be encased in cloth, which shall be securely closed and sealed. The seals shall be at intervals not exceeding three inches along each seam. All the seals shall be of the same kind of wax, and shall bear distinct impressions of the same device. The device shall not be that of a current coin or merely a series of straight, curved or crossed lines.

23. Cultures or other articles known or believed to contain the living germs of plague may be transmitted by the Inland post subject to the following conditions:—

(*a*) Such cultures or other articles aforesaid shall not be accepted for transmission unless they are sent by a Commissioned Medical Officer, a Military Assistant Surgeon, or a Medical Practitioner in possession of a qualification not lower than that of L.M.S. of the University of Calcutta, the Punjab, Madras, or Bombay, or by a person specially permitted by the Governor General in Council or a Local Government to send such cultures or other articles; nor unless they are consigned to a Government Laboratory, or to a person specially permitted by the Governor General in Council, or a Local Government, to receive such cultures or other articles.

(*b*) The cultures or other articles aforesaid shall be securely packed in a hermetically closed tin of adequate strength which shall be placed in a strong outer box of wood or tin with a layer of at least three-quarters of an inch of raw cotton wool between the inner and outer case.

(*c*) The outer case shall be enclosed in a stout cloth, which shall be securely fastened and sealed and labelled with such distinguishing inscription as will suffice to make immediately manifest the nature of the contents.

(*d*) The sender shall present the parcel at the post office accompanied by a declaration as to the nature of its contents, and a certificate signed by himself to the effect that he has advised the addressee of its despatch and that such addressee, if the parcel should not be addressed to a Government Laboratory, has been specially permitted by the

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

INDIAN POST OFFICE ACT, 1898 (VI OF 1898).

Rules as to rates of postage, money orders, insurance, etc.—*contd.*

Governor General in Council or a Local Government to receive such cultures or other articles. The certificate, moreover, shall show on its face that the sender is a person authorised within the meaning of clause (*a*) of this rule to send such cultures or other articles.

24. The postage on a parcel shall be fully prepaid by means of postage stamps which shall be affixed either to the cover of the parcel or to an official label which can be obtained free at the post office. In either case, the sender or his messenger shall affix the stamps himself, postal officials being strictly forbidden to affix them.

25. (*1*) Every parcel intended for transmission by post shall be presented at the window of the post office. Any parcel found in a letter-box shall be treated and charged as a registered parcel.

(*2*) If a parcel containing any of the articles mentioned in clauses (*2*) and (*3*) of rule 21 is not packed in the manner prescribed therein, it shall not be forwarded.

26. (*1*) Every parcel posted at or addressed to Aden; or Baghdad or Busrah, in Turkish Arabia; or Bandar Abas, Bushire, Jask, Linga, or Mohammerah, in Persia, shall be accompanied by a declaration in such form as may be, from time to time, prescribed by the Director General, containing a statement signed by the sender, as to the nature of its contents and their value.

(*2*) This rule shall apply also to parcels posted at or addressed to such other places as the Director General may, from time to time, notify in the *Post Office Guide*, as requiring declarations to be presented with them.

Prohibited articles.

27. (*1*) Gold coin or gold bullion of a value in excess of Rs. 300 and circulars relating to lotteries shall not be transmitted by post.

(*2*) The transmission of coin and bullion by post to and from Aden shall be subject to the same restrictions as are imposed on their transmission by the foreign parcel post.

(*3*) If a postal article, in course of transmission by post, is actually found to contain any of the articles the transmission of which by post is prohibited by clauses (*1*) and (*2*) above, it shall be returned to the sender.

Re-direction of postal articles.

28. (*1*) A postal article re-directed to any place served by the Inland post by an officer of the post office or by an agent of the addressee after

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

INDIAN POST OFFICE ACT, 1898 (VI OF 1898).

Rules as to rates of postage, money orders, insurance, etc.—*contd.*

its delivery shall be transmitted by post free of charge in respect of such further transmission:

Provided that—

(*a*) in the case of an unregistered article re-directed by an agent of the addressee,—the article has not been opened and has been either returned to the postman or re-posted at the place of delivery; and

(*b*) in the case of a registered article re-directed by an agent of the addressee,—the article has not been opened and has been returned to the postman at the place of delivery with the receipt unsigned.

(2) Where a postal article is re-directed to any place under the first paragraph of this rule, the postmaster at such place may, if authorised by a general or special order in this behalf issued by the Postmaster General, require the addressee of the re-directed article to give, at the time of delivery, a receipt for such article.

29. A postal article re-posted after having been opened, or re-posted at any place other than the place at which it was delivered, shall be treated as a postal article posted for the first time, and charged with postage accordingly. A registered article of which delivery has been taken can be re-posted only under the conditions prescribed for the posting of registered articles for the first time, except that no fresh charge shall be made on account of postage if the article has not been opened.

II.—FOREIGN POSTAL ARTICLES.

30. The Director General shall, from time to time, notify in the *Post Office Guide* the conditions in force for the transmission of postal articles by the foreign post:

Provided that the rules relating to inland registered newspapers shall be deemed to apply in the case of newspapers sent to Ceylon.

31. Every postal parcel handed to the post office for transmission by the foreign post shall be presented at the post office with a declaration, in such form as may be, from time to time, prescribed by the Director General, containing a statement signed by the sender as to the nature of its contents and their value. No such parcel shall be accepted if it is so small or so covered with writing or sealing-wax, or otherwise made up in such a manner, as to render it impracticable to affix to some part of it the form of declaration prescribed by the Director General in addition to the official labels to be applied to the address-side of the parcel.

INDIAN POST OFFICE ACT, 1898 (VI OF 1898).

Rules as to rates of postage, money orders, insurance, etc.—*contd*

Explanation.—This rule shall not apply to a parcel which has an address-label tied to it, provided that the label is not so small or so covered with writing as to render it impracticable to affix to one side of the label the form of declaration prescribed by the Director General in addition to the official labels to be applied to the address-side.

Treatment of postal articles from abroad bearing fictitious or previously used stamps.

32. Where a postal article has been received by post from any place beyond the limits of British India, bearing a fictitious or previously used postage stamp, and the addressee of such postal article has failed to attend, by himself or his agent, at the post office of delivery within the time specified in the notice sent to him in that behalf, or having so attended, has refused to make known the name and address of the sender or to re-deliver the postal article or such portion thereof as may be required under section 27 of the Act, and, in consequence of such failure or refusal, the postal article has not been delivered to the addressee or his agent, the postal article shall be disposed of in the following manner:—

The officer in charge of the post office at which the postal article has been received for delivery shall record a statement, in such form as the Director General shall prescribe, setting forth action taken by him under provisions of section 27 of the Act, and the fact of such failure or refusal as aforesaid on the part of the addressee or his agent; and shall forward the statement, together with the postal article, through the usual channel, to the Director General.

The Director General shall then, in due course, transmit the statement, together with the postal article, to the Postal Administration of the place beyond the limits of British India from which the article was received.

PART III.—REGISTRATION OF POSTAL ARTICLES.

I.—INLAND POSTAL ARTICLES.

33. Letters, postcards, book and pattern packets, and parcels may be registered at any post office for transmission by post to any other post office.

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

Indian Post Office Act, 1898 (VI of 1898).

Rules as to rates of postage, money orders, insurance, etc.—*contd.*

34. In addition to the postage, a fee of two annas shall be charged for the registration of any postal article.

35. The prepayment of the postage and registration fees shall be compulsory in the case of all registered articles, and shall be made by means of postage stamps affixed to the articles.

36. An article intended for registration shall be presented at the window of the post office. No such article shall be accepted for registration if it is so small or so covered with writing or sealing-wax on the address-side, or otherwise made up in such a manner, as to render it impracticable to affix to the article the official labels prescribed by the Director General.

Explanation.—This rule shall not apply to an article which has an address-label tied to it, provided that the label is not so small or so covered with writing on the address-side as to render it impracticable to affix to that side the official labels prescribed by the Director General.

37. A receipt shall be given to the person who presents an article for registration at the post office window during the hours prescribed for posting registered articles.

38. No registered article shall be delivered to the addressee unless and until he or his agent has signed a receipt for it in such form as the Director General shall prescribe.

39. The sender of a registered article shall be entitled to obtain an acknowledgment of its delivery, signed by the addressee, by paying a fee of one anna, in addition to the postage and registration fee, at the time of posting the article. The fee for a special acknowledgment shall be paid by means of postage stamps affixed to the article.

40. The sender of a registered article may obtain an attested copy of the original receipt signed by the addressee on payment of a special fee of three annas, provided that he makes his application for it within six months of the date on which the addressee signed the original receipt.

41. (*1*) Registration shall be obligatory in the case of—

(*a*) Any parcel exceeding 440 tolas in weight.

(*b*) Any insured parcel.

(*c*) Any parcel addressed to a place for which a customs declaration is required.

(*d*) Any article containing postage or other stamps or labels or a cheque, hundi, bank-note, bank post bill, bill of exchange, or the like,—if the contents are either superscribed upon the cover or are known or manifest to the officers of the

INDIAN POST OFFICE ACT, 1898 (VI OF 1898).

Rules as to rates of postage, money orders, insurance, etc.—*contd.*

post office owing to the transparency, insecurity, or insufficiency of the cover, or to any other cause.

(*e*) Any article bearing the word "registered" or any other word, phrase, or mark to the like effect written or impressed on the cover.

(*f*) Any registered article which is re-posted after having been delivered.

EXCEPTION.—Nothing in this rule shall be held to render registration of a packet compulsory only by reason that it contains a stamped envelope, postcard, or wrapper as provided by the Explanation to rule 10.

(*2*) Twice the fee for registration shall be levied on the delivery of any postal article required under this rule to be registered on which the fee for registration has not been prepaid.

II.—FOREIGN POSTAL ARTICLES.

42. Letters, postcards, and packets may be registered at any post office for transmission to countries and places served by the foreign post, subject to such exceptions as the Director General shall, from time to time, notify in the *Post Office Guide*.

43. In addition to the postage, a further fee of two annas shall be charged for the registration of any article to be sent by the foreign post.

44. The prepayment of the postage and registration fee on foreign registered articles shall be compulsory, and shall be made by means of postage stamps affixed to the articles.

45. Rules 36, 37, and 38, relating to the registration of inland postal articles, shall be equally applicable to registered articles sent or received by the foreign post.

46. (*1*) The sender of a registered article addressed to any country belonging to the Universal Postal Union shall be entitled to obtain an acknowledgment of its delivery by paying a fee in addition to the postage and registration fee, of one anna in the case of a registered article addressed to Ceylon or Portuguese India, and of two annas in the case of a registered article addressed to any other such country.

(*2*) When the sender of a registered article addressed to any country belonging to the Universal Postal Union has not paid the fee for an acknowledgment of its delivery, and desires to have an inquiry made by the post office regarding the disposal of the article, he shall be entitled to this service on payment of the same fee as that chargeable for an acknowledgment of delivery.

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

INDIAN POST OFFICE ACT, 1898 (VI OF 1898).

Rules as to rates of postage, money orders, insurance, etc.—*contd.*

PART IV.—INSURANCE OF POSTAL ARTICLES.

I.—INLAND POSTAL ARTICLES.

47. Registered letters, value-payable registered letters, registered parcels, and value-payable registered parcels may be insured up to the value of Rs. [1]600 at such branch post offices, and up to the value of Rs. 2,000 at such other post offices, as may be authorised by the Director General to accept articles for insurance:

Provided that in no case shall such value exceed the real value of the contents of the article insured.

48. Insurance shall be of two kinds, complete and partial. Complete insurance shall cover all risks in course of transmission by post. Partial insurance shall cover all risks in course of transmission by post in British territory and all risks, except those arising out of highway robbery, in course of transmission by post in such Native State territory as may be specified in this behalf by the Director General in the *Post Office Guide*.

49. In addition to the postage and the fee for registration, the following further fees shall be charged for insurance:—

	Anna.
Where the value insured does not exceed Rs. 50	1
For every additional Rs. 50 or fraction thereof	1

The further fees in the case of partially insured articles shall be charged at only half the above rates.

50. The prepayment of all charges on insured articles, namely, postage, registration fees, and insurance fees, shall be compulsory. Payment in all cases shall be made by means of postage stamps affixed to the articles.

51. (*1*) Every letter tendered for insurance must be enclosed in a strong cover, which must be securely fastened and sealed with fine wax bearing a private mark, in such a way that it cannot be opened without either breaking the seals or leaving obvious traces of violation. Envelopes with black or coloured borders must not be used. Seals must be placed over each flap or seam of the cover; and if the cover is tied round with string or tape, a seal must be placed on the ends where they are tied.

(*2*) Every parcel tendered for insurance must be packed carefully and substantially with due regard to the nature of the contents and the length of the journey, and must be sealed with wax or lead, bearing a private mark, in such a way that it cannot be opened without either breaking the seal or leaving obvious traces of violation. Seals must be placed over each join or loose flap of the covering of a parcel; and, if

[1] This value was fixed by Notification No. 8347—103, dated 11th October, 1913, published in the Gazette of India, 1913, Pt. I, p. 924.

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

INDIAN POST OFFICE ACT, 1898 (VI OF 1898).

Rules as to rates of postage, money orders, insurance, etc.—*contd.*

string be used in packing, a seal must be placed on the ends of the string where they are tied.

(3) All the seals affixed to an insured postal article shall be of the same kind of wax and shall bear distinct impressions of the same device. The device shall not be that of a current coin or merely a series of straight, curved, or crossed lines.

52. No postal article shall be accepted at any post office for insurance if it is so small or so covered with writing or sealing-wax on the address-side, or otherwise made up in such a manner, as to render it impracticable to affix to the article the official labels prescribed by the Director General.

Explanation.—This rule shall not apply to an article which has an address-label tied to it, provided that the label is not so small or so covered with writing on the address-side as to render it impracticable to affix to that side the official labels prescribed by the Director General.

53. An article intended for insurance shall be presented at the window of the post office with the amount for which the sender wishes it to be insured, clearly written, in words and figures, on the cover. The name and address of the sender shall also be written on the cover in the lower left-hand corner, or on a separate slip of paper, to be presented with the article, should there be no room for his name and address on the cover.

54. A receipt shall be given to the person who presents an article for insurance at the post office window during the hours prescribed for posting insured articles.

55. The sender of an insured article shall be entitled to obtain free of charge an acknowledgment of its delivery signed by the addressee.

56. There shall be payable to the sender of an insured postal article compensation not exceeding the amount for which the article has been insured, for the loss of the postal article or any of its contents or for any damage caused to it in course of transmission by post:

Provided that the compensation shall in no case exceed the value of the article or any of its contents lost or the amount of the damage caused, and provided that in the case of loss the sender shall furnish full particulars of the contents of the postal article and their value:

Provided, also, that no compensation shall be payable—

(a) where there has been misdelivery arising out of incorrectness or incompleteness of the address written by the sender;

(b) where there has been fraud on the part of the sender or addressee;

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

INDIAN POST OFFICE ACT, 1898 (VI OF 1898).

Rules as to rates of postage, money orders, insurance, etc.—*contd.*

(*c*) where the insured article has been delivered to the addressee and he has signed and returned the receipt therefor;

(*d*) where the sender has not given intimation of the loss within three months from the date of posting;

(*e*) where the loss or damage was due to improper or insecure packing;

(*f*) where there is no visible damage to the cover or seals;

(*g*) in the case of partially insured articles, where the loss or damage was caused by highway robbery during the transit in respect of which the insurance is partial only;

(*h*) in the case of the loss of halves of currency notes where the halves which are safe have not been made over to the Post Office;

(*i*) in the case of damage arising from the nature of the article insured; or

(*j*) where the contents of the insured postal article were gold coins or gold bullion of a value exceeding Rs. 300.

57. Compensation shall be payable one month after the date of which intimation of loss is given by the sender to the Post Office, except in cases in which the Postmaster General may consider that the circumstances demand the withholding of payment pending inquiry.

58. Coin, bullion, precious stones, jewellery, currency notes or any portion thereof, and articles of gold or silver may be sent by post only in insured registered letters or insured parcels. If a letter or parcel presented at the post office window is found to contain any such object of value, it shall not be accepted for transmission by post, unless the sender insures it; and if an uninsured article manifestly containing any such object of value is found in course of transmission by post, it shall be either intercepted and returned to the sender or forwarded to destination and delivered to the addressee subject to the payment of a fee of one rupee. The payment of this fee shall not impose any liability on the Government.

Explanation.—In this rule, the expression "articles of gold or silver" includes articles made wholly or partly of gold or silver, but not electro or other plated goods. The expression "currency notes" does not include defaced notes, *i.e.*, notes from which the signature has been cut off after cancellation, remitted on behalf of the Currency Department.

II.—FOREIGN POSTAL ARTICLES.

59. The Director General shall, from time to time, notify in the *Post Office Guide* the countries and places for transmission to which foreign

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

INDIAN POST OFFICE ACT, 1898 (VI OF 1898).

Rules as to rates of postage, money orders, insurance, etc.—*contd.*

registered letters and foreign parcels may be insured, and the limit up to which such letters or parcels may be insured in each case:

Provided that in no case shall such value exceed the real value of the contents of the letter or parcel insured.

60. In addition to the postage and (in the case of letters) the registration fee, the following further fees shall be charged for insurance:—

For insurance to Ceylon and Portuguese India.

	Annas
Where the value insured does not exceed Rs. 100	2
For every additional Rs. 100 or fraction thereof	2

For insurance of letters and parcels to Mauritius, the British East Africa and Uganda Protectorates, and the Somaliland Protectorate, and of parcels to the Seychelles or Zanzibar.

	Annas.
Where the value insured does not exceed Rs. 100 . . .	4
For every additional Rs. 100 or fraction thereof	4

For insurance to the United Kingdom and to British Prossessions and foreign countries other than those mentioned above.

	Annas.
Where the value insured does not exceed £5	3
For every additional £5 or fraction thereof	3

61. The prepayment of all charges on insured foreign registered letters and parcels shall be compulsory. Payment in all cases shall be made by means of postage stamps affixed to the letters or parcels. The stamps must be placed apart from one another, so that they may not serve to conceal injuries to the cover of the letter or parcel. No label of any kind shall be affixed by the sender to the cover of a letter intended for insurance.

62. (*1*) Every foreign letter tendered for insurance must be enclosed in a strong cover, which must be securely fastened and sealed with fine wax bearing a private mark, in such a way that it cannot be opened without either breaking the seals or leaving obvious traces of violation. Envelopes with black or coloured borders must not be used. Seals must be placed over each flap or seam of the cover; and if the cover is tied round with string or tape, a seal must be placed on the ends where they are tied.

INDIAN POST OFFICE ACT, 1898 (VI OF 1898).

Rules as to rates of postage, money orders, insurance, etc.—*contd.*

(*2*) Every foreign parcel tendered for insurance must be packed carefully and substantially, with due regard to the nature of the contents and the length of the journey, and must be sealed with wax or lead, bearing a private mark, in such a way that it cannot be opened without either breaking the seal or leaving obvious traces of violation. Seals must be placed over each join or loose flap of the covering of a parcel; and, if string be used in packing, a seal must be placed on the ends of the string where they are tied.

(*3*) All the seals affixed to an insured foreign letter or parcel shall be of the same kind of wax or lead and shall bear distinct impressions of the same private device. The device shall not be that of a current coin or merely a series of straight, curved, or crossed lines.

63. No foreign letter or parcel shall be accepted at any post office for insurance if it is so small or so covered with writing or sealing-wax on the address-side, or otherwise made up in such a manner, as to render it impracticable to affix to it the official labels prescribed by the Director General.

Explanation.—This rule shall not apply to a letter or parcel which has an address-label tied to it, provided that the label is not so small or so covered with writing on the address-side as to render it impracticable to affix to that side the official labels prescribed by the Director General.

64. A foreign letter or parcel intended for insurance shall be presented at the window of the post office with the amount for which the sender wishes it to be insured, clearly written in words and figures, without erasure or correction on the cover and accompanied by such form or forms duly filled up as may be prescribed by the Director General, from time to time, in the *Post Office Guide.* The name and address of the addressee of a foreign letter or parcel intended for insurance shall be written in ink on the actual cover of the article.

65. A receipt shall be given to the person who presents a foreign letter or parcel for insurance at the window of the post office during the hours prescribed for posting insured foreign articles.

66. (*1*) There shall be payable to the sender, or, in default or at the request of the sender, to the addressee of a foreign letter or parcel which has been insured by the post office of India and posted in India, compensation not exceeding the amount for which the article has been insured, for the loss of the article or its contents or for any damage caused to it in course of transmission by post; and the sender shall, in case of loss, also be entitled to a refund of the expenses of transmission as well as of any fee that he may have paid for an inquiry as to the disposal of the article, but in no case to a refund of the insurance fee paid:

INDIAN POST OFFICE ACT, 1898 (VI OF 1898).

Rules as to rates of postage, money orders, insurance, etc.—*contd*

Provided that the compensation shall in no case exceed the value of the article lost or the amount of the damage caused:

Provided, also, that no compensation shall be payable—

(*a*) where the loss or damage has been caused by the fault or negligence of the sender, or arises from the nature of the article;

(*b*) where the insurance has been fraudulently made for the sum above the real value of the contents, or there has been any other fraud on the part of the sender or addressee;

(*c*) where the insured article has been delivered to the addressee and he has signed and returned the receipt therefor;

(*d*) where the sender or addressee has not given intimation of the loss or damage within twelve months from the date of posting;

(*e*) where the loss or damage was due to improper or insecure packing;

(*f*) where there is no visible damage to the cover or seals; or

(*g*) in cases beyond control (*e.g.*, tempest, shipwreck, earthquake, war, etc.).

(*2*) The Secretary of State for India in Council accepts no liability either to the sender or the addressee for any loss or damage in respect of any foreign letter or parcel which was not posted in India and insured by the post office of India.

67. (*1*) Where a foreign parcel contains coin, bullion, precious stones, jewellery, or articles of gold or silver, it shall not be accepted for transmission by post unless the sender wishes to insure it. If a foreign parc[illegible] f value is addressed to a country or plac[illegible] lable, the parcel shall be insured for its [illegible] of British India, and in such cases the [illegible] be calculated as follows:—

When the value is expressed in rupee currency.

	Anna.
Where the value insured does not exceed Rs. 50	1
For every additional Rs. 50 or fraction thereof	1

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

INDIAN POST OFFICE ACT, 1898 (VI OF 1898).

Rules as to rates of postage, money orders, insurance, etc.—*contd.*

When the value is expressed in sterling.

	Anna.
Where the value insured does not exceed £3	1
For every additional £3 or fraction thereof	1

(2) If an uninsured foreign parcel, declared to contain or manifestly containing any of the objects of value specified above, is received from a country with which, as notified by the Director General in the *Post Office Guide*, insured parcels can be exchanged, the parcel shall either be intercepted and returned to the sender or forwarded to destination and delivered to the addressee, subject to the payment of a fee of one rupee. The payment of this fee shall not impose any liability on the Secretary of State for India in Council.

Explanation.—In this rule the expression "articles of gold or silver" includes articles made wholly or partly of gold or silver, but not electro or other plated goods.

68. Where an insured foreign letter which has been re-directed, or an insured foreign parcel which has been re-directed or returned as undeliverable, is received in India subject to a fresh insurance fee by reason of its having been so re-directed or returned, such fee shall be recoverable on delivery as if it were postage due under the Act.

PART V.—VALUE-PAYABLE POST.

I.—VALUE-PAYABLE POSTAL ARTICLES.

69. Registered and unregistered parcels, registered letters, registered book packets, newspapers prepaid at newspaper rates of postage, and fully prepaid unregistered book packets may be transmitted by the inland post as value-payable postal articles, provided that the amount specified for remittance to the sender in the case of any such postal article shall not exceed Rs. 1,000 and—except in the case of postal articles sent by, or addressed to, any Department of the Government or a District, Local, or Municipal Board,—shall not contain a fraction of an anna, and provided that such parcels, letters, and packets do not contain coupons, tickets, certificates, or introductions designed for the sale of goods on what is known as the "snowball system."

Explanation.—The words "any Department of the Government" include any official Department of the Government of a Native State, the posts of which have been amalgamated with the Imperial Post.

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

INDIAN POST OFFICE ACT, 1898 (VI OF 1898).

Rules as to rates of postage, money orders, insurance, etc.—*contd.*

70. Postal articles as aforesaid, with the exceptions noted below, may be transmitted by post to Ceylon, Portuguese India, the Somaliland Protectorate, and the Straits Settlements as value-payable postal articles, provided that the amount specified for remittance to the sender in respect of any such postal article shall not exceed Rs. 600, and shall not contain a fraction of an anna, and provided that such parcels, letters, and packets do not contain coupons, tickets, certificates, or introductions designed for the sale of goods on what is known as the "snowball system."

EXCEPTIONS.

Ceylon.—Unregistered parcels and *open* railway receipt-notes.

Portuguese India and the Somaliland Protectorate.—Unregistered parcels, *open* railway receipt-notes, unregistered book-packets, and newspapers prepaid at the newspaper rates of postage.

Straits Settlements.—Unregistered parcels, *open* railway receipt-notes, unregistered book-packets, newspapers prepaid at the newspaper rates of postage, and bills of lading.

71. No such postal article as aforesaid shall be accepted at any post office for transmission by post as a value-payable postal article unless the sender declares that it is sent in execution of a *bonâ fide* order received by him. At any post office notified from time to time in this behalf by the Director General of the Post Office, the sender shall, in addition, be required to declare that the article is one the transmission of which by post as a value-payable postal article is permitted. No postal article as aforesaid shall be accepted at these offices without such further declaration.

Explanation.—An article may be sent by the value-payable post even though it possesses no intrinsic value. Thus, legal documents, bonds, policies of insurance, promissory notes, railway goods and parcel receipts, bills of lading, or ordinary bills for collection may be sent as value-payable postal articles. In the case of a railway receipt or bill of lading sent as a value-payable postal article, it will be sufficient, for the purposes of this rule, if the article to which the railway receipt or bill of lading relates has been sent in execution of a *bonâ fide* order. In the case of the other documents specified, the document must be sent in execution of a *bonâ fide* order to send the document itself.

72. Every postal article intended to be transmitted by post as a value-payable postal article shall be presented at the post office with a printed form, prescribed by the Director General and obtainable at the post office, in which the sender shall specify the sum to be remitted to himself, fill in the required entries, and sign the declaration required by rule 71. If the article is an unregistered parcel, unregistered book-packet, or

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

INDIAN POST OFFICE ACT, 1898 (VI OF 1898).

Rules as to rates of postage, money orders, insurance, etc.—*contd.*

newspaper prepaid at newspaper rates of postage, a fee calculated according to the schedule below on the amount specified for remittance to the sender shall be prepaid by the sender by affixing postage stamps of the value of the fee to the article itself. The sender of a postal article intended to be transmitted by post as value-payable shall write clearly on the face of the article itself—

(*a*) in the upper left-hand corner—the letters "V. P.," followed by an entry, *in figures and words*, of the amount for remittance to himself, and

(*b*) in the lower left-hand corner—his own name and full address.

Schedule of fees.

Amount specified for remittance to sender	not exceeding Rs. 5	1 anna.
	exceeding Rs. 5, but not exceeding Rs. 10	2 annas.
	exceeding Rs. 10, but not exceeding Rs. 15	3 „
	exceeding Rs. 15, but not exceeding Rs. 25	4 „
	exceeding Rs. 25	4 annas for each complete sum of Rs. 25 and 4 annas for the remainder, provided that if the remainder does not exceed Rs. 5, the charge for it shall be only one anna; if it does not exceed Rs. 10, the charge for it shall be only 2 annas; and if it does not exceed Rs. 15, the charge for it shall be only 3 annas.

73. No article shall be accepted at any post office for transmission by post as a value-payable postal article if it is so small or so covered with writing or sealing-wax on the address-side, or otherwise made up in such a manner, as to render it impracticable to affix to the article the official labels prescribed by the Director General.

Explanation.—This rule shall not apply to an article which has an address-label tied to it, provided that the label is not so small or so covered with writing on the address-side as to render it impracticable to affix to that side the official labels prescribed by the Director General.

74. The amount to be recovered from the addressee shall be the sum specified by the sender for remittance to himself *plus*, in the case of registered parcels, registered letters, and registered book-packets, a fee calculated as in rule 72. When this amount is recovered from the addressee, the sum for payment to the sender shall be remitted to him by means of a money order. If the addressee of a value-payable article refuses or omits to take delivery of it, the article shall be returned to

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

INDIAN POST OFFICE ACT, 1898 (VI OF 1898).

Rules as to rates of postage, money orders, insurance, etc.—*contd.*

the sender, who will be required to pay any charges that may be due on it, and to acknowledge receipt of the article by signing the form presented by the postman. In no circumstances will the fee prepaid in stamps, in the case of a value-payable unregistered parcel, unregistered book-packet, or newspaper, be refunded.

75. If a complaint is made by the addressee immediately after the receipt of a value-payable postal article, that it was sent dishonestly or fraudulently, the Postmaster General may, if satisfied that there are *primâ facie* grounds for believing that the value-payable postal article was sent with the intention of defrauding the addressee, withhold the payment to the sender of the money recovered from the addressee. If, after making such inquiries as may be necessary, he is fully satisfied that the value-payable postal article was sent with this intention, he may order the return of the article to the sender and refund to the addressee the sum of money recovered from him on delivery of the value-payable postal article.

76. Whenever the sender or addressee of a value-payable postal article makes a complaint regarding the delivery of or payment for the value-payable postal article, he shall be entitled to have an inquiry made by the post office on paying a fee of one anna. The fee shall be paid by means of a postage stamp or stamps affixed to the letter of complaint This fee shall be refunded in cases where the complaint is found to be well-grounded.

77. The Government shall not incur any liability in respect of the sum specified for remittance to the sender in respect of a value-payable postal article unless and until that sum has been received from the addressee.

II.—TRANSMISSION BY POST OF RAILWAY RECEIPT-NOTES OPEN AS VALUE-PAYABLE ARTICLES.

78. A railway receipt-note for goods may be transmitted by post open as a value-payable postal article:

Provided that—

(*a*) the goods to which the railway receipt-note relates does not exceed Rs. 1,000 in value; and

(*b*) the railway receipt-note shows on its face that the goods to which it relates have been consigned to the sender himself, is endorsed to the person to whom the goods are to be delivered, and is signed by the sender.

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

INDIAN POST OFFICE ACT, 1898 (VI OF 1898).

Rules as to rates of postage, money orders, insurance, etc.—*contd.*

79. The open railway receipt-note shall be presented at the post office with the printed form prescribed by the Director General for registered value-payable postal articles, in which the sender shall specify the sum to be remitted to himself, fill in the required entries and sign the declaration that the article is sent in execution of a *bonâ fide* order received by him.

80. A fee of two annas shall be paid on each railway receipt-note presented for transmission by post open. The fee shall be paid in postage stamps, which shall be affixed by the sender to the receipt-note.

81. The post office will transmit the open railway receipt-note to the post office of destination, and will deliver it on payment of the amount recoverable to the person to whom it has been endorsed by the sender, in such manner as the Director General may from time to time appoint for the delivery of registered value-payable postal articles.

82. The amount when recovered will be remitted to the sender in accordance with the rules for the time being in force relating to registered value-payable postal articles.

83. A railway receipt-note for goods may be transmitted by post open under the foregoing rules, without compliance with the conditions laid down in the second proviso to rule 78, if it—

(*a*) relates to goods sent between stations on such railways as are for the time being specified in this behalf by the Director General in the *Post Office Guide;* or

(*b*) shows on its face that the goods so sent have been declared at the booking office as being sent under the value-payable system.

84. These rules apply also to receipt-notes for goods conveyed by steamer within the limits of British India.

85. Nothing in these rules shall be construed to prevent the transmission by post of receipt-notes under the rules for the time being in force relating to the value-payable post generally.

PART VI.—MONEY ORDERS.

I.—INLAND MONEY ORDERS.

Ordinary inland money orders.

86. The amount for which a single money order may be issued shall not exceed Rs. 600 and—except in the case of money orders issued by,

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

INDIAN POST OFFICE ACT, 1898 (VI OF 1898).

Rules as to rates of postage, money orders, insurance, etc.—*contd.*

or in favour of, any Department of the Government, or by, or in favour of, a District, Local, or Municipal Board,—shall not include a fraction of an anna.

Explanation.—The words "any Department of the Government" include any official Department of the Government of a Native State, the posts of which have been amalgamated with the Imperial post.

87. Money orders may be issued on the following Native States with which special arrangements have been made for the exchange of money orders, but the amount for which a single money order may be issued on these States shall not exceed Rs. 600:—

Chamba.
Gwalior.
Jhind.
Nabha.
Patiala.

Explanation.—The exception in the last preceding rule applies also to money orders issued by, or in favour of, any official Department of any of these States.

88. A commission on the issue of inland money orders shall be charged at the following rates, namely:—

On any sum not exceeding Rs. 5	1 anna.
On any sum exceeding Rs. 5, but not exceeding Rs. 10	2 annas.
On any sum exceeding Rs. 10, but not exceeding Rs 15	3 annas.
On any sum exceeding Rs. 15, but not exceeding Rs. 25	4 annas.
On any sum exceeding Rs. 25	4 annas for each complete sum of Rs. 25, and 4 annas for the remainder, provided that if the remainder does not exceed Rs. 5, the charge for it shall be only 1 anna; if it does not exceed Rs. 10, the charge for it shall be only 2 annas; and if it does not exceed Rs. 15, the charge for it shall be only 3 annas.

89. The Director General may, at any time, suspend the issue of money orders upon or by any particular post office, or group of post

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

INDIAN POST OFFICE ACT, 1898 (VI OF 1898).

Rules as to rates of postage, money orders, insurance, etc.—*contd.*

offices, or direct that money orders shall not be so issued except on payment of special rates of commission higher than those prescribed by rule 88.

90. The remitter of a money order shall fill in, in ink, on a money order form prescribed by the Director General such particulars as the Director General may require. Such particulars may be written in English or in the vernacular of the district.

91. The money order form duly filled in, together with the amount of the money order and commission, may be presented at the post office during the hours prescribed by the Director General for money order business.

92. A receipt shall be given to the remitter for the amount paid by him on account of the money order and commission.

93. The remitter of a money order shall be entitled to obtain, free of charge, an acknowledgment of the payment of the amount of the order signed by the payee.

94. The payment of a money order shall ordinarily be made at the address of the payee on his signing the money order and acknowledgment.

95. The money order and acknowledgment shall be signed by the payee named by the remitter, or by some person authorised in writing by the payee in this behalf. The signature shall be written in ink in the space provided for the purpose.

96. If the remitter or payee of a money order is illiterate, his mark shall be obtained and shall be verified in such manner as the Director-General may direct.

97. A money order shall be re-directed to the payee on his written request free of charge.

98. The remitter of a money order which has not been paid may require that the address of the payee shall be altered or that the name of the post office, at which the order was originally made payable, shall be changed. The required change shall be made without additional charge on the remitter's applying in writing to the post office at which the order was issued.

99. The remitter of a money order which has not been paid may require that the amount be paid to some person other than the payee named in the order. The required change shall be made, on payment of a second commission equal to the first, on the remitter's applying in writing to the post office at which the order was issued.

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

INDIAN POST OFFICE ACT, 1898 (VI OF 1898).

Rules as to rates of postage, money orders, insurance, etc.—*contd.*

100. The remitter of a money order which has not been paid may stop payment and require that the money be repaid to himself. This shall be done without additional charge on the remitter's applying in writing to the post office at which the money order was issued, and producing the receipt and giving full particulars of the payee's address as entered in the money order. In no case, however, shall the post office be responsible for inability or failure to stop payment of a money order in compliance with the remitter's request.

101. If the payee of a money order cannot be found, or if the payee refuses to take payment, the amount of the order shall be returned at once to the remitter free of charge. The commission shall in no case be refunded.

102. If payment of a money order to the payee cannot be effected, and the amount cannot be repaid to the remitter owing to the latter not being found, the order shall be void and its value credited to the Government. But, if the payee or remitter subsequently applies for payment, the amount of the order shall be paid to him on the authority of the Audit Officer, provided that application is made before the expiration of one year from the date of issue of the original order.

Telegraphic inland money orders.

103. The amount for which a single telegraphic money order may be issued shall not exceed Rs. 600, and shall not include any sum less than a rupee.

104. A fee for the issue of a telegraphic money order shall be charged at the rate of commission on an ordinary inland money order for the same amount, added to a telegraph charge calculated at the rates for inland telegrams for the actual number of words used in the telegram advising the remittance, according as the telegram is to be sent as an "Express" or as an "Ordinary" message. The remitter of a telegraphic money order may have a private communication added to the telegram advising the remittance on paying for the additional words in excess of twelve at the rate of two annas or half-an-anna a word, according as the telegram is to be sent "Express" or "Ordinary."

105. The Director General may, at any time, suspend the issue of telegraphic money orders upon any post office, or group of post offices, or direct that telegraphic money orders shall not be so issued except on payment of special fees higher than those prescribed by rule 104.

106. The remitter of a telegraphic money order shall fill in, in ink, on a money order form prescribed by the Director General, such particulars as the Director General may require.

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

INDIAN POST OFFICE ACT, 1898 (VI OF 1898).

Rules as to rates of postage, money orders, insurance, etc.—*contd.*

107. The money order form duly filled in, together with the amount to be remitted and the fees for the telegraphic money order and private communication (if any), may be presented at the post office during the hours prescribed by the Director General for telegraphic money order business.

108. A receipt shall be given to the remitter, showing the total amount paid by him, the payee's name, and the hour at which the telegraphic money order was presented.

109. The remitter of a telegraphic money order shall be entitled to obtain free of charge, by post, an acknowledgment of the payment of the amount of the order signed by the payee.

110. The payment of a telegraphic money order shall ordinarily be made as soon as practicable after receipt of the telegraphic advice by the office of payment, at the residence of the payee on his signing a receipt for the amount paid and the acknowledgment.

111. The receipt and acknowledgment shall be signed by the payee named by the remitter, or by some person authorised in writing by the payee in this behalf. The signature shall be written in ink in the space provided for the purpose.

112. If the remitter or payee of a telegraphic money order is illiterate, his mark shall be obtained and shall be verified in such manner as the Director General may direct.

113. A telegraphic money order shall be re-directed to the payee by post, free of charge, on his written request.

114. The remitter of a telegraphic money order which has not been paid may require that the address of the payee shall be altered, or that the name of the office at which the order was originally made payable shall be changed. The required alteration shall be made in the ordinary course of post, without additional charge, on the remitter's applying in writing to the post office at which the money order was issued.

115. The remitter of a telegraphic money order which has not been paid may require that the amount be paid to some person other than the payee named in the order. The required change shall be made in the ordinary course of post, on payment of the commission chargeable on an ordinary money order for the same amount on the remitter's applying in writing to the post office at which the order was issued, and presenting the receipt granted for the original order.

116. The remitter of a telegraphic money order which has not been paid may stop payment and require that the money be repaid to himself. This shall be done on the remitter's applying in writing to the post office

INDIAN POST OFFICE ACT, 1898 (VI OF 1898).

Rules as to rates of postage, money orders, insurance, etc.—*contd*

at which the money order was issued, producing the receipt and giving full particulars of the payee's address as entered in the money order. Payment may be stopped by telegram, the remitter paying the necessary charges at the ordinary rates for it. In no case, however, shall the post office be responsible for inability or failure to stop payment of a money order in compliance with the remitter's request.

117. If the payee of a telegraphic money order cannot be found, or should the payee refuse to take payment, a reference will be made to the office of issue, and the telegraphic money order, if still undeliverable, but not any private communication that may have been added to it, will then be re-issued by telegraph, free of any further charge, for repayment to the remitter. The fees shall in no case be refunded.

118. If payment of a telegraphic money order to the payee cannot be effected, and the amount cannot be repaid to the remitter owing to the latter not being found, the order shall be void, and its value credited to the Government. But, if the payee or remitter subsequently applies for payment, the amount of the void order shall be paid to him on the authority of the Audit Officer, provided that application is made before the expiration of one year from the date of issue of the original order.

119. Telegraphic money orders may be issued from any post office in India (including Burma) for the head post office at Aden or from the head post office at Aden for any post office in India (including Burma). The limits of value and the other conditions laid down in the foregoing rules relating to inland telegraphic money orders shall apply to such telegraphic money orders:

Provided that the fees for such telegraphic money orders shall be made up of (*i*) the money order commission at the rates applicable to inland ordinary money orders, and (*ii*) a telegraph charge at the rate of Re. 1 a word for every word included in the telegram advising the remittance:

Provided also that telegraphic money orders for repayment to the remitters shall be returned *by post* to the offices of issue.

II.—FOREIGN MONEY ORDERS.

Ordinary foreign money orders.

120. (*1*) Foreign money orders shall be of two kinds, namely:—

(*a*) Money orders expressed in rupee currency; and

(*b*) Money orders expressed in sterling.

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

INDIAN POST OFFICE ACT, 1898 (VI OF 1898).

Rules as to rates of postage, money orders, insurance, etc.—*contd.*

(2) The Director-General shall, from time to time, notify in the *Post Office Guide* the countries and places with which money orders of each kind may be exchanged.

121. (1) The amount for which a single foreign rupee money order may be issued shall not exceed Rs. 600, and shall not include any fraction of an anna.

(2) The amount for which a single foreign sterling money order may be issued shall not exceed £10, except in the cases specially notified by the Director General in the *Post Office Guide*. No such money order shall include any fraction of a penny.

(3) The amount of a foreign sterling money order shall be paid to the Post Office in rupee currency at such rate of exchange as the Director General shall, from time to time, direct.

122. (1) In the case of foreign rupee money orders the rates of commission shall be the same as those for the time being charged on inland money orders.

(2) In the case of foreign sterling money orders, the rates of commission shall be the following, namely:—

	Rs.	A.
On any sum not exceeding £1	0	3
" " exceeding £1 but not exceeding £2 . .	0	5
" " " £2 " " £3 . .	0	8
" " " £3 " " £4 . .	0	10
" " " £4 " " £5 . .	0	12
" " " £5	0	12 for each complete sum of £5 and 12 annas for the remainder, provided that if the remainder does not exceed £1, the charge for it shall be 3 annas; if it does not exceed £2, the charge for it shall be 5 annas; if it does not exceed £3, the charge for it shall be 8 annas; and if it does not exceed £4, the charge for it shall be 10 annas.

(3) Where foreign sterling money orders have to be remitted through the agency of the British Post Office as notified by the Director General in the *Post Office Guide*, a further deduction will be made by the British

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

INDIAN POST OFFICE ACT, 1898 (VI OF 1898).

Rules as to rates of postage, money orders, insurance, etc.—*contd.*

Post Office from the amount payable to the payees at the following rates, namely:—

For any sum not exceeding £5	3*d.*
For every additional £5 or fraction thereof	3*d.*

123. The Director General may at any time direct that foreign sterling money orders shall not be issued from the Aden Post Office or from any of the post offices established by the Governor General in Council at any of the marginally-named places* beyond the limits of British India, except on payment of special rates of commission higher than those prescribed by rule 122 (*2*).

* Baghdad.
Bahrain
Bandar Abas.
Bushire.
Busrah
Guadur.
Jask.
Linga.
Mohammerah.
Muscat.

124. (*1*) The remitter of a foreign rupee money order shall, unless the money order is one for which an advice of payment as provided for in sub-rule (*3*) can be had, be entitled to receive free of charge an acknowledgment of the payment of the order signed by the payee.

(*2*) The remitter of a foreign sterling money order from any post office (except at Aden) shall, unless the money order is one for which an advice of payment as provided for in sub-rule (*3*) can be had, be entitled to receive free of charge an intimation from the Indian Post Office of exchange that the money order has been communicated to the country of payment.

(*3*) The remitter of a foreign money order to any of the countries or places specially notified in that behalf by the Director General from time to time in the *Post Office Guide*, shall be entitled to receive an advice of its payment from the foreign post office of payment by paying the following fee in addition to the commission chargeable on the money order:—

In respect of a foreign sterling money order	Two annas
In respect of a foreign rupee money order	One anna

(*4*) When the remitter of a foreign money order has not paid the fee for an advice of payment, and desires to have an inquiry made by the post office regarding the disposal of the money order, he shall be entitled to this service on payment of the same fee as that chargeable for an advice of payment.

125. (*1*) In the case of a foreign sterling money order the remitter may, by application in writing accompanied by the money order receipt, require the Indian Post Office of exchange (at Bombay, Madras, or Aden, as the case may be) to request the country of payment to alter the address

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

INDIAN POST OFFICE ACT, 1898 (VI OF 1898).

Rules as to rates of postage, money orders, insurance, etc.—*contd.*

of the payee in the money order, or to pay the amount thereof to some person other than the payee named in the order, or to stop payment of the order. The office of exchange will communicate the result of the reference without charge to the remitter, and, if payment is stopped, the amount of the order shall be refunded to the remitter, but the commission shall not be refunded.

(2) In the case of a foreign rupee money order the remitter may require similar services in accordance with rules 98, 99, and 100 relating to inland money orders.

126. Rules 89, 90, 91, 92, and 96, relating to inland money orders, shall be equally applicable to the issue of foreign money orders.

127. Foreign sterling money orders received for payment in India shall be paid as if they were inland money orders, the amount in sterling of the original money order being converted into rupee currency by the Indian Post Office of exchange (at Bombay, Madras, or Aden, as the case may be) at such rate of exchange as the Director General may, from time to time, direct.

128. The payment of a foreign money order shall ordinarily be made at the address of the payee. It shall be made on his signing the order and acknowledgment (except when otherwise provided by the Director General) in a case of a foreign rupee money order, and on his signing the order in the case of a foreign sterling money order.

129. Under no circumstances can a foreign money order, whether a rupee money order or a sterling money order, be paid after it has been treated as void, or returned to the country of issue.

130. Rules 95, 96, 97, and 101, relating to inland money orders, shall be equally applicable to the payment of foreign money orders.

TELEGRAPHIC FOREIGN MONEY ORDERS.

Indo-Ceylon telegraphic money orders.

131. The amount for which a single Indo-Ceylon telegraphic money order may be issued in India shall not exceed Rs. 600, and shall not include any sum less than a rupee.

132. The fee for a telegraphic money order issued in India for payment in Ceylon shall be charged at the rate of commission applicable to an ordinary money order drawn on Ceylon for the same amount *plus* a telegraph charge calculated on the actual number of words used in the telegram advising the remittance, at the rate of one rupee for the first twelve words and two annas for each additional word. The remitter

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

INDIAN POST OFFICE ACT, 1898 (VI OF 1898)

Rules as to rates of postage, money orders, insurance, etc.—*contd.*

may have a private communication to the payee added to the telegram, advising the remittance, on paying for the additional words in excess of twelve at the rate of two annas a word.

133. Rules 105, 106, 107, 108, and 112, relating to telegraphic inland money orders, shall be equally applicable to the issue of the Indo-Ceylon telegraphic money orders.

134. The payment in India of an Indo-Ceylon telegraphic money order shall ordinarily be made, as soon as practicable after the receipt of the telegraphic advice, at the address of the payee on his signing a receipt for the amount paid.

135. If the payment of an Indo-Ceylon telegraphic money order cannot be made by the post office in India to which it was addressed, the money order shall be re-issued by telegraph, free of any further charge, for repayment to the remitter.

136. Rules 111 and 112, relating to telegraphic inland money orders, shall, as far as may be, apply to the payment in India of Indo-Ceylon telegraphic money orders.

Indo-Seychelles telegraphic money orders.

137. Telegraphic money orders may be issued from any post office in India (including Burma) and from the head post office at Aden for any post office in the Seychelles, or from any post office in the Seychelles for any post office in India (including Burma) and for the head post office at Aden. The limits of value and other conditions laid down in the foregoing rules relating to Indo-Ceylon telegraphic money orders shall apply to telegraphic money orders for and from the Seychelles:

Provided that the fees for such telegraphic money orders shall be made up of (i) the money order commission at the rates applicable to ordinary money orders for the Seychelles, and (ii) a telegraph charge at the rate of Rs. 1-11-0 for every word included in the telegram advising the remittance in the case of telegraphic money orders from India (including Burma); or at the rate of Rs. 1-8-0 for every word included in the telegram advising the remittance in the case of telegraphic money orders from the head post office at Aden:

Provided also that no private communication from the remitter to the payee shall be included in the telegram advising the remittance and that telegraphic money orders for repayment to remitters shall be re-issued *by post* to the offices of issue.

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

INDIAN POST OFFICE ACT, 1898 (VI OF 1898).

Rules as to rates of postage, money orders, insurance, etc.—*contd.*

Foreign money orders telegraphed to offices of exchange.

138. The remitter of a foreign money order drawn on any country except Ceylon and the Seychelles, with which money orders are exchanged, may have the particulars of the money order telegraphed to the Indian office of exchange concerned, and that office shall, on receipt of the telegraphic advice, issue by post a money order on the country of payment under the rules relating to foreign money orders.

139. The fees, the limits of value, and the other conditions laid down in the rules relating to inland telegraphic money orders shall apply in the case of foreign *rupee* money orders telegraphed to offices of exchange, except that the remitter shall not be entitled to have a private communication added to the telegram advising the remittance.

140. The amount for which a single foreign *sterling* money order may be telegraphed to the office of exchange shall not exceed £40, and shall not include any broken sum less than £1.

141. A fee for the issue of a foreign *sterling* money order telegraphed to the office of exchange shall be charged at the rate of commission on a foreign sterling money order for the same amount, added to a telegraph charge calculated at the rates for inland telegrams for the actual number of words used in the telegram advising the remittance, according as the telegram is to be sent as an "Express" or as an "Ordinary" message.

142. Rules 105, 106, 107, 108, and 112, relating to telegraphic inland money orders, shall be equally applicable to foreign *sterling* money orders telegraphed to offices of exchange.

PART VII.—OFFICIAL POSTAL ARTICLES.

I.—INLAND OFFICIAL POSTAL ARTICLES.

143. Official postal articles shall be transmitted by post under the following conditions:—

(*a*) The rates of postage and conditions of transmission by post hereinbefore prescribed for the different classes of unofficial postal articles and the rules under which such articles may be registered, insured, or sent value-payable shall be applicable also to official postal articles of the same classes.

EXCEPTION 1.—The condition that postage shall be prepaid in full on postcards does not apply to "Service Unpaid" postcards in the cases mentioned in rules 144 and 148 (2).

[1] EXCEPTION 2.—The condition that unpaid letters must be securely closed by the senders shall not apply to letters sent unpaid under the provisions of rules 144 and 148.

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[1] Was subsequently added, see footnote 1, p. 1329, *supra*.

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

Indian Post Office Act, 1898 (VI of 1898).

Rules as to rates of postage, money orders, insurance, etc.—*contd.*

(*b*) The weight of an official postal article shall not exceed 600 tolas when the article is a letter or packet, or 800 tolas when it is a parcel.

(*c*) Official postal articles, whether the postage is prepaid or not, shall bear the superscription "On His Majesty's Service" or "On Service," and this shall be supported by the signature and official designation—to be entered in the lower left-hand corner of the article—of the officer who sends the article, or of the Head Clerk or Superintendent of his office or other responsible officer to whom the duty of despatching is confided.

NOTE.—Inland rates [illegible]
postcards, newspapers, a [illegible]

Baghdad | Bushire.
Bandar Abas | Jask.
Busrah. | Linga.
Mohammerah.

in Council at those places and addressed to any other of those places or to any place in British India.

Explanation 1.—Service postcards bear the inscription "On Service" printed immediately above the impressed stamp. In their case, therefore, no further superscription shall be required.

Explanation 2.—Postmasters may recognise abbreviated designations, provided they are generally known; but no official can claim the recognition of an abbreviation, the rule being that the designation shall be entered in full.

Explanation 3.—Postmasters may recognise *facsimile* impressions of signatures made by means of stamps, but not such impressions when lithographed or otherwise produced. Public officers who use such stamps shall make arrangements for their proper custody and use; and where there is any reason to suspect the misuse of any such stamp or the absence of proper precautions against its misuse, postmasters may decline to recognise the stamp impression and require strict adherence to the rule. Printed names shall not be recognised in lieu of signatures except in the case of official Gazettes in open covers posted in large numbers by the office of publication.

(*d*) Service stamps affixed to an article which does not bear the prescribed superscriptions supported by the signature and official designation of the sender shall not be recognised by the post office in payment of postage.

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

Indian Post Office Act, 1898 (VI of 1898).

Rules as to rates of postage, money orders, insurance, etc.—*contd.*

Foreign money orders telegraphed to offices of exchange.

138. The remitter of a foreign money order drawn on any country except Ceylon and the Seychelles, with which money orders are exchanged, may have the particulars of the money order telegraphed to the Indian office of exchange concerned, and that office shall, on receipt of the telegraphic advice, issue by post a money order on the country of payment under the rules relating to foreign money orders.

139. The fees, the limits of value, and the other conditions laid down in the rules relating to inland telegraphic money orders shall apply in the case of foreign *rupee* money orders telegraphed to offices of exchange, except that the remitter shall not be entitled to have a private communication added to the telegram advising the remittance.

140. The amount for which a single foreign *sterling* money order may be telegraphed to the office of exchange shall not exceed £40, and shall not include any broken sum less than £1.

141. A fee for the issue of a foreign *sterling* money order telegraphed to the office of exchange shall be charged at the rate of commission on a foreign sterling money order for the same amount, added to a telegraph charge calculated at the rates for inland telegrams for the actual number of words used in the telegram advising the remittance, according as the telegram is to be sent as an "Express" or as an "Ordinary" message.

142. Rules 105, 106, 107, 108, and 112, relating to telegraphic inland money orders, shall be equally applicable to foreign *sterling* money orders telegraphed to offices of exchange.

PART VII.—OFFICIAL POSTAL ARTICLES.

I.—Inland official postal articles.

143. Official postal articles shall be transmitted by post under the following conditions:—

(*a*) The rates of postage and conditions of transmission by post hereinbefore prescribed for the different classes of unofficial postal articles and the rules under which such articles may be registered, insured, or sent value-payable shall be applicable also to official postal articles of the same classes.

Exception 1.—The condition that postage shall be prepaid in full on postcards does not apply to "Service Unpaid" postcards in the cases mentioned in rules 144 and 148 (2).

[1] Exception 2.—The condition that unpaid letters must be securely closed by the senders shall not apply to letters sent unpaid under the provisions of rules 144 and 148.

[1] Was subsequently added, see footnote 1, p. 1329, *supra*.

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

INDIAN POST OFFICE ACT, 1898 (VI OF 1898).

Rules as to rates of postage, money orders, insurance, etc.—*contd.*

(*b*) The weight of an official postal article shall not exceed 600 tolas when the article is a letter or packet, or 800 tolas when it is a parcel.

(*c*) Official postal articles, whether the postage is prepaid or not, shall bear the superscription "On His Majesty's Service" or "On Service," and this shall be supported by the signature and official designation—to be entered in the lower left-hand corner of the article—of the officer who sends the article, or of the Head Clerk or Superintendent of his office or other responsible officer to whom the duty of despatching is confided.

NOTE.—I [illegible]
postcards, n [illegible]

Baghdad
Bendar Abas
Busrah.
Jask.
Linga.
Mohammerah.

[illegible] General in Council beyond the limits of British India or posted at any of the post offices established by the Governor General in Council at those places and addressed to any other of those places or to any place in British India.

Explanation 1.—Service postcards bear the inscription "On Service" printed immediately above the impressed stamp. In their case, therefore, no further superscription shall be required.

Explanation 2.—Postmasters may recognise abbreviated designations, provided they are generally known; but no official can claim the recognition of an abbreviation, the rule being that the designation shall be entered in full.

Explanation 3.—Postmasters may recognise *facsimile* impressions of signatures made by means of stamps, but not such impressions when lithographed or otherwise produced. Public officers who use such stamps shall make arrangements for their proper custody and use; and where there is any reason to suspect the misuse of any such stamp or the absence of proper precautions against its misuse, postmasters may decline to recognise the stamp impression and require strict adherence to the rule. Printed names shall not be recognised in lieu of signatures except in the case of official Gazettes in open covers posted in large numbers by the office of publication.

(*d*) Service stamps affixed to an article which does not bear the prescribed superscriptions supported by the signature and official designation of the sender shall not be recognised by the post office in payment of postage.

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

INDIAN POST OFFICE ACT, 1898 (VI OF 1898).

Rules as to rates of postage, money orders, insurance, etc.—*contd.*

(*e*) The delivery and re-direction of articles superscribed "On His Majesty's Service" or "On Service" shall be governed by the official designation (when given) of the addressee.

144. (*1*) The postage chargeable on the delivery of official postal articles, when the postage is not prepaid or is insufficiently prepaid, shall be as follows:—

On an unpaid letter or packet	The prepaid rate.
On an insufficiently paid letter or packet . . .	*The deficiency.*

(*2*) In cases where it is not thought advisable to entrust postage stamps to a subordinate official who has to correspond with, or to send returns to, a superior, he may be allowed by his superior to post to him official articles other than parcels without prepaying the postage, and the same course may be adopted in other cases where it is found convenient or proper to make the postage charge fall on the receiving office.

NOTE.—The prepayment of postage on parcels is compulsory.

145. The following persons shall be entitled to send official postal articles on His Majesty's Service, subject to the conditions noted against each:—

(*a*) All Government officials, except those who are on leave or have retired from the service, provided that the articles posted by them are *bonâ fide* and exclusively on His Majesty's service.

(*b*) The Registrars of the Universities of Calcutta, Madras, Bombay, Allahabad, and the Punjab, and of the Educational Syndicate, Burma, provided that the articles posted by them relate solely to the public business of the Universities.

(*c*) The Astronomer in charge of the G. V. Juggarao Observatory, Vizagapatam, provided that the articles posted by him relate solely to business of the Observatory.

146. Correspondence sent by an officer of a local authority, or by any officer of the Government acting in a capacity connected with a local authority, such as the President or Secretary of a Local Fund Committee, shall not be deemed official correspondence within the meaning of these rules, and may not be superscribed as on His Majesty's Service. But nothing in this rule shall be held to prevent the transmission on His Majesty's Service of correspondence sent by an officer of the Government acting as such, although the correspondence may relate to the affairs of a local authority.

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

Indian Post Office Act, 1898 (VI of 1898).

Rules as to rates of postage, money orders, insurance, etc.—*contd.*

Illustration.—The Commissioner of a Division, writing in that capacity to the Secretary of a Local Fund Committee concerning its affairs, may superscribe the letter " On His Majesty's Service."

147. The postage and other charges (if any) on an official postal article can be properly prepaid only by a proper service stamp or stamps. Where, however, an ordinary postage stamp instead of a service stamp is used on an official postal article, the article shall be recognized as an official postal article by the post office; but the irregularity shall be brought by the officer in charge of the post office at which the article was so posted, to the notice of the officer concerned and, if of frequent occurrence to that of the Postmaster-General.

Note —Service stamps and postcards shall not be sold at post offices, but shall be obtainable by Government officials and persons specially authorised to purchase and use service stamps, at Government Treasuries. Service stamps may also be obtained by the public from the Calcutta Central Stamp Depôt, provided that the value of the stamps purchased by any person at one time shall not be less than Rs 25, and that an extra charge of two annas in the rupee, calculated with face value, shall be made over to cover incidental expenses.

148 (*1*) Letters, postcards and packéts posted by officers of the Government in their official capacity, addressed to private individuals or associations, shall, even when they relate to the private interests and concerns of the individuals or associations addressed, be sent as official postal articles, prepaid by means of service stamps.

Exception —Nothing in this sub-rule shall affect (*a*) the practice of the Law Courts in regard to the despatch of " certified copies " to persons who do not appear to take them personally, and of documents filed in judicial cases the return of which has been applied for, or (*b*) the despatch of packets containing books or publications purchased from Government. Such documents, books, or publications may be posted by the judicial or other Government officers concerr [illegible] Unpaid," and covers so [illegible] delivery, with postage at t[illegible] been liable if the postage [illegible] posted shall be endorsed u[illegible] designation of the sender, given on the margin.

Service unpaid
A.B.,
Calcutta
C D.
Commissioner,
Gorakhpur.

(*2*) Letters, postcards, and packets, sent by private persons to officers of the Government relating to the affairs of the Government, if superscribed " Service Unpaid " shall be charged, on delivery, with postage at the rates to which they would have been liable if the postage had been prepaid, and not at double rates as in the case of ordinary articles: Provided that any article so sent is addressed to the full official designation of the officer for whom it is intended, and that it has been endorsed under the full signature of the sender according to the specimen form given on the margin.

Service unpaid.
To
The District Superintendent of Police, Lucknow
Signature of sender.

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

INDIAN POST OFFICE ACT, 1898 (VI OF 1898).

Rules as to rates of postage, money orders, insurance, etc.—*contd.*

NOTE.—The prepayment of postage on parcels is compulsory.

Explanation.—Under the provisions of this rule may be sent reports regarding the occurrence of crime from a zamindar to a police officer, returns required to be sent from employers of labourers to the Protector and any similar reports or returns authorised to be so sent.

149. The amount of postage marked as due on postal articles delivered under the superscriptions of "Service Unpaid" or "On His Majesty's Service" or "On Service" shall be initialled by the postmaster, or other officer authorised in this behalf by the Postmaster-General, of the office of delivery, and whenever any alteration is necessary in the amount as entered in figures, the amount due shall be written in words and attested by the signature, in full, of the postmaster or other officer aforesaid. Officers of the Government shall be bound to receive, and to pay any postage which may be due on articles addressed to them under the superscription "On His Majesty's Service" or "On Service" and bearing the signature in full of the sender.

II.—FOREIGN OFFICIAL CORRESPONDENCE.

150. Official correspondence transmitted by the foreign post, with the exception of correspondence exchanged with Ceylon, shall be subject to the same rates and be governed by the same rules as ordinary private correspondence. Service stamps may be used on official correspondence addressed to the United Kingdom or British possessions only. If service stamps are used for the prepayment of postage, they shall be supported by the superscription and signature prescribed by clause (*c*) of rule 143 relating to inland official postal articles.

151. The amount of postage marked as due on postal articles received by the foreign post for delivery to officers of the Government shall be initialled by the postmaster, or other officer, authorised in this behalf by the Postmaster-General, of the office of delivery.

152. In the case of official letters (not newspapers or other articles) sent by British Packet to or from the public functionaries, departments, etc., in London, Edinburgh, and Dublin having special accounts for foreign letter postage with the London Post Office, the prepayment of postage is not necessary if such letters are superscribed as "On His Majesty's Service," or "On Service," under the full signature and official designation of the sender; but when such letters are presented for registration or insurance, or are presented after the usual closing time, the registration fee and (in the case of insurance) the insurance fee,

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

INDIAN POST OFFICE ACT, 1898 (VI OF 1898).

Rules as to rates of postage, money orders, insurance, etc.—*contd.*

or the late fee shall always be prepaid by means of service stamps affixed to the article in the ordinary way.

PART VIII.—GENERAL RULES.

I.—MANNER OF PREPAYMENT OF POSTAGE ON POSTAL ARTICLES.

153. Where the postage on a postal article is prepaid, the prepayment shall be made by means of a proper stamp or stamps provided for the purpose by the orders of the Governor General in Council under section 16 of the Act.

154. The postage on a postal article shall not be deemed to be prepaid by means of a proper stamp—

(*a*) if the stamp is a stamp which has not been provided for use as a postage stamp under section 16 of the Act; or

(*b*) if the stamp has been obliterated, defaced, torn, cut, or otherwise rendered imperfect; or

(*c*) if the stamp has upon it any word, letter, figure or design printed or impressed upon it, otherwise than by the authority of the Government before posting; or

(*d*) if the stamp has been cut or otherwise separated from an embossed envelope or from a postcard or wrapper:

Provided that nothing in this rule shall prevent the perforation of postage stamps with initials, or other identifying marks, traced in minute holes.

NOTE.—The special registration envelopes provided by the Post Office, bearing embossed stamps denoting the registration fee and the initial rate of letter postage, cannot be used for the transmission of unregistered postal articles.

II.—PRICE OF STAMPS.

155. Adhesive postage stamps shall be sold in each case for the denoted value of the stamp or stamps.

156. The small half-anna oblong envelopes and postcards shall be sold, in each case, for the denoted value of the stamp or stamps which they bear.

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

INDIAN POST OFFICE ACT, 1898 (VI OF 1898).

Rules as to rates of postage, money orders, insurance, etc.—*contd.*

157. The envelopes and wrappers specified below shall be sold at the following prices, namely:—

SQUARE ENVELOPES.

Half-anna.

	Rs.	A.	P.	
For 1 envelope	0	0	8	
For 2 envelopes	0	1	3	
For 3 „	0	2	0	
For 4 „	0	2	6	
For 5 „	0	3	0	
Packets of 20	0	12	0	per packet.

OBLONG ENVELOPES.

Commercial, half-anna.

	Rs.	A.	P.	
For 1 envelope	0	0	7	
For 2 envelopes	0	1	2	
For 3 „	0	1	9	
For 4 „	0	2	3	
For 5 „	0	2	9	
Packets of 20	0	11	0	per packet.

REGISTRATION ENVELOPES.

(1) *Small size.*

	Rs.	A.	P.	
Any number less than 16	0	2	8	each.
Packets of 16	2	10	6	per packet.

(2) *Large size.*

	Rs.	A.	P.	
Any number less than 8	0	3	2	each.
Packets of 8	1	9	3	per packet.

WRAPPERS.

(1) *Half-anna.*

	Rs.	A.	P.	
Any number less than 6	0	0	7	each.
Packets of 6	0	3	6	per packet.

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

INDIAN POST OFFICE ACT, 1898 (VI OF 1898).

Rules as to rates of postage, money orders, insurance, etc.—*contd.*

(2) *One-anna.*

	Rs.	A.	P.	
Any number less than 6	0	1	1	each,
Packets of 6	0	6	6	per packet.

III.—CERTIFICATES OF POSTING.

158. (*1*) A certificate of posting may be obtained in respect of any postal article for which a receipt is not given by the post office subject to the following conditions, namely:—

(*a*) The certificate of posting written in ink shall be presented to an officer on duty at the post office along with the article to be posted, during the hours fixed for the grant of such certificates;

(*b*) the certificate shall contain an exact copy of the addresses on the articles to which it relates, and shall have a postage stamp, or stamps, affixed thereto in payment of a fee to be charged as follows:—

(*i*) In the case of unregistered letters, postcards, book packets (including registered newspapers) and pattern packets, posted by the same person at one time.	¼-anna for every three articles of any of these classes, or for any less number.
(*ii*) In the case of unregistered parcels (ordinary or value-payable) and value-payable unregistered book packets, posted by the same person at one time	¼-anna for every six articles of either, or both, of these classes, or for any less number.

(*2*) There shall be a separate certificate for each of these two classes of articles (*i*) and (*ii*), headed with the words "Certificate of posting" and the actual number of articles in respect of which the certificate is required shall be written in words at the foot of the document.

(*3*) The officer on duty shall compare the number of the articles presented and the addresses on them with the entries in the certificate, and, if the latter be correct, shall obliterate the postage, stamps and impress the date-stamp upon the certificate. The certificate shall then be returned to the person who presented it.

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

INDIAN POST OFFICE ACT, 1898 (VI OF 1898).

Rules as to rates of postage, money orders, insurance, etc.—*contd.*

IV.—LATE LETTERS AND LATE LETTER FEES.

159. Late letters shall mean letters posted after the hour fixed for the closing of a mail, which cannot be forwarded by the mail then being prepared for despatch without the payment of an additional fee.

160. The ordinary late letter fee for postal articles other than parcels to be transmitted by the Inland or Foreign post shall be half-an-anna for each postal article.

161. The late letter fee in respect of registration for articles to be transmitted by the Inland or Foreign post shall be two annas for each postal article.

162. In special cases, a higher fee than half-an-anna, but not exceeding four annas, for each postal article, may be charged on postal articles, other than parcels, posted for transmission by the Inland or Foreign post at Presidency-towns or on board steamers or in other special circumstances. The Director-General shall, from time to time, notify in the *Gazette of India* the amount of such fees and the circumstances in which they are chargeable.

163. Late letters shall be presented at the window of the post office within the hours prescribed for this purpose by the Postmaster-General, and the postage and late letter fee shall be fully prepaid by means of postage stamps.

V.—RE-DELIVERY TO THE SENDER OF POSTAL ARTICLES IN COURSE OF TRANSMISSION BY POST.

164. Inland letters, postcards, book and pattern packets and parcels, and foreign registered articles of the letter mail and foreign registered parcels, which have not been despatched from India, may be recalled when in course of transmission by post without reference to the consent of the addressee subject to the following conditions, namely:—

(*a*) No such postal article as aforesaid shall be re-delivered to the sender except under the orders of—

(*i*) the chief postal authority in a postal circle;

(*ii*) the Director-General;

(*iii*) the Local Government; or

(*iv*) the Governor General in Council.

(*b*) A fee of one rupee shall be paid in respect of each postal article for the re-delivery of which to the sender an application is made.

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

INDIAN POST OFFICE ACT, 1898 (VI OF 1898)

Rules as to rates of postage, money orders, insurance, etc.—*contd.*

(*c*) An application for the re-delivery to the sender of a postal article may be presented in writing to any of the authorities aforesaid either direct or through any officer in charge of a post office

(*d*) An application shall be received only from the sender of the postal article or from some person authorised in this behalf by the sender in writing

(*e*) Every application shall be accompanied by a statement (which may be enclosed in a sealed cover) of the reasons why re-delivery is sought. Such sealed cover shall be opened only by the authority to which the application is presented, or, where such authority is a Local Government or the Governor General in Council, by a Secretary to the Local Government or the Government of India, as the case may be.

(*f*) Upon receiving such application and statement, together with the prescribed fee as aforesaid, the officer in charge of the post office shall immediately send the same to the chief postal authority in the postal circle in which he is serving.

(*g*) If the postal article, of which re-delivery is sought, is in his possession, the said officer shall, instead of forwarding it to the addressee, keep it in deposit, and send the application to the said authority.

(*h*) If the postal article is not in his possession, the said officer shall require the officer in charge of the post office of address in the case of an inland postal article, and of the office of foreign exchange in the case of a foreign registered postal article, to abstain from delivering it to the addressee or from sending it to its address, and to keep it in deposit. The requisition to such other officer may be sent by telegraph, but all expenses attending its transmission shall be borne by the applicant.

(*i*) When the application reaches such an authority as is named in condition (*a*), that authority may order the re-delivery to the sender of the postal article upon being satisfied that the applicant is the sender, and that sufficient reasons have been given for the re-delivery, otherwise the postal article shall be sent at once to its address.

(*j*) A letter or postcard in course of transmission by post shall not be re-delivered to any one but the sender or some person authorised in this behalf by the sender in writing.

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

Indian Post Office Act, 1898 (VI of 1898).

Rules as to rates of postage, money orders, insurance, etc.—*contd.*

VI.—Detention in the Post Office of book and pattern packets and parcels.

165. Book packets (other than newspapers) and pattern packets shall not be detained at the post office at which they were posted, for a period exceeding one day.

166. (*1*) Book packets (other than newspapers) and pattern packets received from abroad shall not be detained in the post office at the port of arrival for a period exceeding one day exclusive of the day on which the mail steamer reaches such port:

Provided that nothing in this rule shall prevent any further detention at the port of arrival that may be necessary for the purpose of customs examination or inquiries.

(*2*) Book packets, containing printed papers obviously without value such as circulars, price lists and advertisements, when received from abroad at Bombay, shall not be detained in the Bombay post office for a period exceeding two days exclusive of the day on which the mail steamer reaches Bombay.

167. The delivery of book packets (other than newspapers), and pattern packets shall not be delayed beyond the delivery next following that by which they would ordinarily be delivered.

168. Parcels shall not be detained at the post office at which they are posted for a period exceeding one day.

169. Parcels received from abroad shall not be detained at the post office at the port of arrival for a period exceeding two days exclusive of the day on which the mail steamer reaches such port:

Provided that nothing in this rule shall prevent any further detention at the port of arrival that may be necessary for the purposes of customs examination or inquiries.

170. Subject to the limitations expressed in rules 168 and 169, parcels shall be delivered at such times and by such deliveries as the Director-General may direct.

VII.—Detention and disposal of undelivered postal articles.

At the post office of address.

171. (*1*) An undelivered postal article, the addressee of which is not known or has left the station of address without intimating his fresh address to the post office, shall ordinarily be kept in deposit in the head,

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

INDIAN POST OFFICE ACT, 1898 (VI OF 1898).

Rules as to rates of postage, money orders, insurance, etc.—*contd.*

sub, or branch post office to which it is addressed for a period of seven days after all inquiries to find the addressee have proved unsuccessful.

(2) An undelivered postal article, on which the words "Poste Restante," "To await arrival," or similar instructions have been written, shall remain in the post office to which it is addressed—

(*a*) for a period of four months from the date on which it reached the post office if the office is at a Presidency or seaport town;

(*b*) for a period of one month in all other cases.

(3) An undelivered postal article shall ordinarily not remain in a post office to which it has been re-directed, after it has been ascertained that the addressee cannot be found.

(4) An undelivered telegram, which is in course of transmission by post, shall remain in the post office to which it is addressed, for a period of three days from the date on which it reached that office.

172. An undelivered postal article, of which the addressee—

(*a*) has refused to take delivery, or

(*b*) is known to have gone away from India without leaving instructions at the post office as to the re-direction of his correspondence, or

(*c*) is dead, and there is no person to whom the article could properly be delivered,

shall not be detained in the post office to which it is addressed.

In the office of the Postmaster-General.

173. Packets containing printed papers, obviously without value, such as trade circulars and price lists, which cannot be disposed of under section 38 of the Act, may be disposed of forthwith by being sold as waste paper or destroyed.

174. Postcards which cannot be disposed under section 38 of the Act shall be detained for a period of one month, on the expiration of which they may be destroyed by being burnt: Provided that postcards, other than those sent "Service Unpaid" under the provisions of rule 148 on which the postage has not been prepaid, shall be destroyed forthwith by being burnt.

175. Book packets, other than the packets mentioned in rule 173, newspapers and pattern packets, which cannot be disposed of under section 38 of the Act, shall be detained for a period of three months,

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

INDIAN POST OFFICE ACT, 1898 (VI OF 1898)

Rules as to rates of postage, money orders, insurance, etc.—*contd.*

on the expiration of which they may be disposed of by being sold or destroyed. Magazines, periodicals and newspapers may, at the option of the Postmaster-General, be used for any public purpose.

176. Subject to the provisions of section 39, proviso (*b*), of the Act, parcels which cannot be disposed of under section 38, shall be detained for a period of three months, on the expiration of which the contents, if of no saleable value, may be destroyed.

177. Letters which cannot be disposed of under section 38 of the Act, shall be dealt with as follows:—

(*a*) Letters containing nothing of intrinsic value shall be detained for a period of—

(*i*) one month, when they are unregistered, and

(*ii*) three months, when they are registered.

(*b*) Other letters shall be detained for a period of—

(*iii*) three months, when the postage is not prepaid or is insufficiently prepaid, and

(*iv*) six months, when the postage is fully prepaid.

On the expiration of the prescribed period, the letters shall be destroyed by being burnt:

[1]Provided that unpaid letters, other than those sent under the provisions of rules 144 and 148, which have not been securely closed by the senders, shall be destroyed forthwith by being burnt.

178. Nothing in these rules shall prevent the immediate destruction of any postal article in exercise of the powers conferred by section 23, sub-section (*3*) of the Act.

VIII.—COMPLAINTS AGAINST THE POST OFFICE AND THE TELEGRAPH DEPARTMENT.

179. Letters containing complaints against the Post Office or the Telegraph Department may be transmitted by the inland post, free of postage, provided that they are addressed to a postal or telegraph officer, and provided that it is certified on the cover under the full signature of the sender, that they are complaints against the post office or the Telegraph Department, as the case may be.

IX.—GRATUITIES TO BE PAID TO MASTERS OF SHIPS.

180. With effect from the first day of April, 1908, gratuities shall be payable to the masters of ships, not being mail ships, in respect of

[1] For addition of proviso, *see* footnote 1, p. 1329 *supra*.

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

INDIAN POST OFFICE ACT, 1898 (VI OF 1898).

Rules as to rates of postage, money orders, insurance, etc.—*contd.*

postal articles received by them for conveyance on behalf of the post office, at the following rates, namely:—

	Rs.	A.	P.	
Letters and postcards	1	3	0	per pound
Packets	0	2	0	per pound.
Parcels	0	1	0	per pound or part of that weight

NOTE.—As regards letters and postcards or packets, for a lower or higher weight than one pound, the gratuity payable shall be proportionately lower or higher, as the case may be.

181. The gratuities shall be payable at the time when the mail bags are made over to the masters of the ships by which they are to be conveyed, and on the granting of a receipt for the bags in the form below:—

Received from the Postmaster——————————
the following mail bags:—

From	To	No.	Remarks
Total (in figures and words)			

Dated A.M./P.M. ——————————19 .

N.B.—When one form is not sufficient for all the entries, the forms which are used must be numbered in consecutive order, and the word "Last" must be written at the top of the last form.

Master——————
S.S. "——————"

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

INDIAN POST OFFICE ACT, 1898 (VI OF 1898).

Rules as to rates of postage, money orders, insurance, etc.—*contd.*

X.—AUTHORISING POSTAL OFFICIALS TO SEARCH FOR AND TO INTERCEPT CERTAIN PROHIBITED ARTICLES.

182. Postal articles found in course of transmission by post to bear words, marks or designs of a seditious character shall be made over to the Provincial Criminal Intelligence Department for disposal. All other postal articles which are sent by post in contravention of section 20 of the Act, shall be destroyed or otherwise dealt with in such manner as the Postmaster-General may direct.

183. The officers noted in the margin are empowered to search, or cause search to be made, for birds' skins and feathers in course of transmission by post to any place out of British India, the taking of which by sea or by land out of British India is prohibited. The said officers shall deliver all [1][postal articles reasonably believed or found to contain such skins and feathers] to the nearest Collector of Customs.

(1) The Presidency Postmaster, Deputy Postmaster, and Assistant Postmasters at Bombay.
(2) The Postmaster, Belgaum (Bombay).
(3) The Assistant Mail Officers, Bombay-Aden Sea Post Office.
(4) The Postmaster and Deputy Postmaster of Karachi.
(5) The Postmaster of Quetta (for articles for Seistan and Khorasan in Persia).
(6) The Presidency Postmaster, Deputy Postmaster, and Assistant Postmasters at Madras.
(7) The Postmaster and Deputy Postmaster at Tuticorin.
(8) The Postmaster, Negapatam.
(9) The Postmaster, the Deputy Postmaster, and the Assistant Postmasters at Rangoon.
(10) The Presidency Postmaster, the Deputy Postmaster, and the Assistant Postmasters at Calcutta.

184. The officers noted in the margin are empowered to search, or cause search to be made for—

(1) The Mail Officer for the time being in charge of the Bombay-Aden Sea Post Office.
(2) The Postmaster and the Deputy Postmaster at Karachi.
(3) The Presidency Postmaster, the Deputy Postmaster, and the Assistant Postmaster at Bombay.
(4) The Presidency Postmaster, the Deputy Postmaster, and the Assistant Postmasters at Madras.
(5) The Postmaster and the Deputy Postmaster at Tuticorin.
(6) The Presidency Postmaster, the Deputy Postmaster, and the Assistant Postmasters at Calcutta.
(7) The Postmaster, the Deputy Postmaster and the Assistant Postmasters at Rangoon.
(8) The Postmaster at Akyab.
(9) The Postmaster at Negapatam.

(*a*) Opium and all alkaloids of opium and all intoxicating drugs made from the poppy,

[1] These words were substituted by Notification No. 6160—86, dated 2nd August 1913, published in the Gazette of India, 1913, Pt. I, p. 738.

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

INDIAN POST OFFICE ACT, 1898 (VI OF 1898)

Rules as to rates of postage, money orders, insurance, etc.—*concld.*

(*b*) Ganja, bhang and charas and every intoxicating drink or substance prepared from any part of the hemp plant (*Cannabis sativa*),

(*c*) Coca leaves, alkaloids of coca, every other intoxicating drink or substance prepared from the coca plant (*Erythroxylum coca*) and all drugs, synthetic or other, having a like physiological effect to that of cocaine,

(*d*) All preparations and admixtures of any of the above,

the bringing of which by sea or by land into British India is prohibited in course of transmission by post to any place in British India. The said officers shall deliver all [1][postal articles reasonably believed or found to contain such goods] to the nearest officer for the time being in charge of the Excise Administration, and the articles shall be disposed of in accordance with the rules for the time being in force relating to the drugs and substances referred to above, confiscated under the provisions of the Excise law in force for the time being in the part of British India in which the actual delivery of the articles so found was made to the Excise officer aforesaid.

(1) The Postmaster, the Deputy Postmaster, and the Assistant Postmaster at Rangoon.
(2) The Postmasters at Akyab.

185. The officers noted in the margin are empowered to search, or cause search to be made, for hypodermic syringes or needless for hypobermic injections, the bringing of which by sea or by land into Burma is prohibited in course of transmission by post to any place in Burma. The said officers shall deliver all [2][postal articles reasonably believed or found to contain such goods] to the nearest Customs officer for disposal in accordance with the provisions of the Sea Customs Act, 1878 (VIII of 1878).

All officers in charge of head or sub post offices, including Deputy and Assistant Postmasters, all Assistant Mail Officers in charge of Sea Post Offices, etc., and all Superintendents, Assistant Superintendents, Inspectors and Head Sorters of the Railway Mail Service

186. The officers noted in the margin are empowered to search, or cause search to be made for any copy of seditious publications, the bringing of which by sea or by land into British India is prohibited, in course of transmission by post to any place in British India. The said officers shall deliver all [2][postal articles reasonably believed or found to contain such goods] to the Director of Criminal Intelligence.

[*See* Gazette of India, 1913, Pt. I, p. 430.]

[1] These words were substituted by Notification No. 4534—41, dated 14th June, 1913, published in the Gazette of India, 1913, Pt. I, p. 627.
[2] See footnote 1, on prepage.

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

Live-stock Importation Act, 1898 (IX of 1898).

Inclusion of antelopes in the definition of "Live-stock."

No. 663, dated the 24th April, 1912.—In pursuance of section 2 (*b*) of the Live-stock Importation Act, 1898 (IX of 1898), the Governor-General in Council is pleased to specify antelopes as animals to be included in the definition of "Live-stock" in section 2 (*b*) of the said Act.

[*See* Gazette of India, 1912, Pt. I, p. 503.]

Prohibition of the importation into British India of antelopes from the East Coast of Africa within the limits of Port Sudan and Durban.

No. 664, dated the 24th April, 1912.—Whereas antelopes are liable to be affected by the infectious and contagious disorder known as sleeping sickness, the Governor-General in Council, in exercise of the powers conferred by section 3, sub-section (*1*), of the Live-stock Importation Act, 1898 (IX of 1898), is pleased to prohibit with effect from July 1st, 1912, the bringing or taking by sea or land into British India of antelopes from the East Coast of Africa within the limits of Port Sudan and Durban.

[*See* Gazette of India, 1912, Pt. I, p. 503.]

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

INDIAN STAMP ACT, 1899 (II OF 1899).

Remission and reduction of stamp duties.

No. 3616-Exc., dated the 16th July, 1909.—In exercise of the powers conferred by section 9, clause (*a*), of the Indian Stamp Act, 1899 (II of 1899), and in supersession of all previous Notifications issued from time to time under the said clause of the said section, the Governor General in Council is pleased to reduce, to the extent set forth in each case, the duties chargeable under the said Act in respect of the instruments hereinafter described under Nos. 3, 4, 10, 20, 22, 56, 70, 71, 73, and 80, and to remit the duties so chargeable in respect of instrument of the other classes hereinafter described:—

A.—LAND REVENUE.

General.

1. Lease or counterpart thereof executed at the time of settlement made directly by the Government with the existing occupant of land, whether a zamindar or a tenant, and whether self-cultivating or not:

Provided that no fine or premium is paid in consideration of the lease.

2. Agreement of the kind described in the Dekkhan Agriculturists' Relief Act, 1879 (XVII of 1879), section 43.

3. Promissory note payable on demand to a certain person, and not to order or bearer, when such note is executed by an agriculturist, and is attested at the time of execution by a Village Registrar, under section 57 of the Dekkhan Agriculturists' Relief Act, 1879 (XVII of 1879).—Duty reduced to one anna.

4. Promissory note payable otherwise than on demand, and not payable at more than one year after date or sight, to a certain person, and not to order or bearer, when such note is executed by an agriculturist, and is attested at the time of execution by a Village Registrar, under section 57 of the Dekkhan Agriculturists' Relief Act, 1879 (XVII of 1879).—Duty reduced to the amount chargeable under Article No. 13 (*b*) of Schedule I of the Stamp Act, 1899, on a bill of exchange for the same amount.

5. Instrument executed for the purpose of securing the repayment of a loan made, or to be made, under the Land Improvement Loans Act, 1883 (XIX of 1883), or the Agriculturists' Loans Act, 1884 (XII of 1884), including an instrument whereby a landlord binds himself to consent to the transfer, in the event of default in such repayment, of any land, or interest in land, on the security of which any such loan is made to his tenant.

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

INDIAN STAMP ACT, 1899 (II OF 1899).

Remission and reduction of stamp duties—*contd.*

6. Receipt given by a person for advances exceeding Rs. 20 received by him from the Government under the Agriculturists' Loans Act, 1884 (XII of 1884).

In Bombay.

7. Agreement respecting the occupancy of land, whether surveyed or not, and the payment of the land-revenue therefor, executed under the Bombay Land Revenue Code, 1879 (Bombay Act V of 1879), or any rules made under that Act.

8. Lease granted under Rule 31 of the Rules published by the Government of Bombay under the Bombay Land Revenue Code, 1879 (Bombay Act V of 1879).

9. Lease granted by the Government under rules made under the Indian Forest Act, 1878 (VII of 1878), section 31, or purporting to be so granted, of land situated in a protected forest in any of the following villages in the Akola taluka of the district of Ahmednagar in the Presidency of Bombay, namely:—Ambit, Ghatghar, Kumshed, Lohali, Kotul, Pachnai, Panjare, Samrad, Shinganwadi, and Uddavane.

10. Agreement or memorandum of an agreement, whereby the owner or occupier of land in a village in the Bombay Presidency agrees to relinquish his rights therein to the Government, and to accept rights in other land in exchange for the rights so relinquished.—Duty reduced to four annas.

11. Instrument executed by an Inamdar in the Bombay Presidency whereby he undertakes to suspend or remit rent due from a tenant or tenants in consideration of a suspension or remission granted by the Government in respect of his own *judi* or quit rent.

In Burma.

12. Certified copy of a map showing the holdings of cultivators in Burma when furnished to such a cultivator.

13. Instrument executed with the object of securing the repayment of a loan from the public revenues granted in Upper Burma for any of the purposes described in section 4 of the Agriculturists' Loans Act, 1884 (XII of 1884).

14. Instrument executed for the purpose of securing the due payment of rent of a fishery leased under section 4, clause (*b*), of the [1]Burma Fisheries Act, 1875 (VII of 1875), under section 32, sub-section (*3*), of the Upper Burma Land and Revenue Regulation, 1889 (III of 1889).

[1] *See* now the Burma Fisheries Act, 1905 (Bur. Act III of 1905).

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

INDIAN STAMP ACT, 1899 (II OF 1899).

Remission and reduction of stamp duties—*contd.*

In the Central Provinces.

15. Conveyance by endorsement of rights secured by an instrument known as a "satta."

16. Copy or extract certified by a patwari to be a true copy of, or a true extract from, records or papers which patwaris are required to prepare or keep by any rule made by the Chief Commissioner under the Central Provinces Land Revenue Act, 1881 (XVIII of 1881), section 146, where the copy or extract is furnished by a patwari to a malguzar or tenant of or in the village with which the copy or extract is concerned.

In Madras.

17. Patta granted by an officer of the Government or by any assignee of Government revenue in the Madras Presidency to a holder of land under a raiyatwar settlement.

In the United Provinces of Agra and Oudh.

[1][18. Agreements of the kinds described in section 41, sub-section (*1*), clause (*a*), and in section 47, clause (*a*), of the [2]North-Western Provinces Tenancy Act, 1901 (United Provinces Act II of 1901), with respect to the enhancement of the rent of an ex-proprietary, occupancy or non-occupancy tenant.]

19. Authority in writing to distrain referred to in section 75 of the Oudh Rent Act, 1886 (XXII of 1886), and in section 120, clause (*g*), of the Agra Tenancy Act, 1901 (United Provinces Act II of 1901).

20. Mortgage deed executed afresh in lieu of a previous mortgage deed for the purpose of giving effect to the provisions of section 9, sub-section (*2*) of the Bundelkhand Alienation of Land Act, 1903 (United Provinces Act II of 1903).—So much of the duty remitted as is not in excess of the duty already paid in respect of the previous mortgage deed.

In the Punjab and the North-West Frontier Province.

21. Copy of the map or plan certified to be a true copy of a map or plan prepared or maintained under Chapter IV of the Punjab Land Revenue Act. 1887 (XVII of 1887), whether such copy is granted under Rule 23 or Rule 314 of the rules under the said Act:

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[1] For substituted para. 18, *see* Notification No. 2145-Exc., dated the 28th April, 1910, Gazette of India, 1910, Pt. I, p. 340.

[2] Now the "Agra Tenancy Act, 1901," *see* United Provinces Act I of 1904, s 28 (*2*).

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

INDIAN STAMP ACT, 1899 (II OF 1899).

Remission and reduction of stamp duties—*contd.*

Provided that the copy is supplied for the private use of the person applying for it, and that it is not used or intended to be used as evidence in a Court of Justice or before any public officer.

22. Mortgage deed executed afresh in lieu of a previous mortgage deed for the purpose of giving effect to the provisions of section 9, sub-section (*2*), of the Punjab Alienation of Land Act, 1900 (XIII of 1900).—So much of the duty remitted as is not in excess of the duty already paid in respect of the previous mortgage deed.

23. Instrument of the kind referred to in section 8, sub-section (*1*), clause (*b*), of the Punjab Laws Act, 1872 (IV of 1872), as amended by section 2 of the Punjab Descent of Jagirs Act, 1900 (Punjab Act IV of 1900), and in section 30, *sub-section* (*1*), *clause* (*b*) *of the* North-West Frontier Province Law and Justice Regulation, 1901 (VII of 1901).

In Eastern Bengal and Assam.

24. Agreement or counterpart of an agreement executed in the course of arrangements made by the Government in Assam for the collection of land-revenue and cesses.

25. Security bond or mortgage deed executed by a person who has entered into an agreement to collect and pay in land-revenue and cesses, or by the surety of such a person to secure the due accounting for money collected by that person under such agreement.

In Bengal.

26. Instrument executed by members of the Mundari and of other aboriginal tribes of the Ranchi district as security for the repayment of advances received by them from the Government under the provisions of section 7, sub-section (*1*), clause (*i*), of the Public Demands Recovery Act (Bengal Act I of 1895), for the purpose of redeeming their holdings.

B.—OPIUM, EXCISE AND HEMP DRUGS.

27. Receipt given by an opium cultivator or his representative or by a lambardar or khattadar in the Bihar and Benares Agencies for money paid to him by the Government as an advance for the cultivation of opium.

28. Bond when executed by the surety of a middleman (lambardar or khattadar) taking an advance for the cultivation of the poppy for the Government.

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

Indian Stamp Act, 1899 (II of 1899).

Remission and reduction of stamp duties—*contd.*

29. Agreement or memorandum of agreement made by a raiyat or by a middleman (lambardar or khattadar) for the cultivation of the poppy for the Government.

30. Power-of-attorney executed in favour of a lambardar or khattadar by an opium cultivator, who does not attend personally to receive an advance or to enter into a contract for the cultivation of the poppy for the Government.

31. Instrument of the nature of a mortgage deed when executed by the surety of a middleman (lambardar or khattadar) taking an advance for the cultivation of the poppy for the Government.

32. Security bond or mortgage deed for the fulfilment of any contract deed for the supply of weighment articles in use in the Bihar and Benares Opium Agencies.

33. Contract deed for the supply of weighment articles in use in the Bihar and Benares Opium Agencies.

34. Agreement or memorandum of agreement made by a raiyat for, or in respect of, the cultivation of the hemp plant in the district of Rajshahi.

35. Agreement or memorandum of agreement for the cultivation of the hemp plant made by a cultivator in the Madras Presidency.

C.—Forest Department.

36. Agreement and security bond required to be executed, under the rules to regulate the training and appointments in the Subordinate Forest Service, by a student and his surety previous to his entry into the Imperial Forest School, Dehra Dun, or the Burma Forest School Tharrawaddy [1][or the Madras Forest College, Coimbatore].

37. Instrument in the nature of a conveyance by the Government, of standing trees in a Government forest.

D.—Medical Department.

38. Security bond taken under the authority of the Government from a medical student of the Apothecary, Assistant Surgeon, or Hospital Assistant class, and his surety, or from the surety of such a student.

[1] Added by Notification No. 22-F., dated the 8th May, 1912, *see* Gazette of India, 1912, Pt. I, p. 541.

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

Indian Stamp Act, 1899 (II of 1899).

Remission and reduction of stamp duties—*contd.*

Veterinary Department.

[1][38-A. Agreement and security bonds required to be executed by a student and his sureties previous to his entry into the Madras Veterinary College.]

E.—Post Office and Telegraph Department.

39. Letter which a person depositing money in a Post Office Savings Bank, as security to the Government or a local authority for the due execution of an office or for the fulfilment of a contract or for any other purpose, is required to address to the Postmaster in charge of the Post Office Savings Bank agreeing to special conditions with respect to the application and withdrawal of the money deposited and the payment of interest accruing due thereon.

40. Receipt given by, or on behalf of, a depositor in a Post Office Savings Bank for a sum of money withdrawn from any such Bank.

41. Receipt endorsed by the payee on a Postal Money Order.

42. Receipt given by the addressee for a deposit exceeding twenty rupees made for the payment of a reply to a telegraphic message.

F.—Railways and Inland Steamer Companies.

43. Agreement made with a Railway Company or Administration or an Inland Steamer Company for the conveyance of goods.

44. Agreement or indemnity bond given to a Railway authority or an Inland Steamer Company by a passenger permitted to travel without payment of fare, indemnifying such authority or Company from any claim for damages in case of accident or injury.

45. Agreement or indemnity bond given to a Railway authority or an Inland Steamer Company by a consignee (when the Railway receipt or bill of lading is not produced) in respect of the delivery of articles carried at half parcels rates or at goods rates, namely, fresh fish, fruits, vegetables, bazar baskets, bread, meat, ice and other perishable articles.

46. Agreement made with a Railway Company or Administration which purports to limit the responsibility of the Company or Administration as declared by the Indian Railways Act, 1890 (IX of 1890), section 72, sub-section (*1*), and is in a form approved by the Governor General in Council under sub-section (*2*) of that section.

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[1] Added by Notification No. 444-F., dated the 9th October, 1912, *see* Gazette of India, 1912, Pt. I, p. 1134.

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

INDIAN STAMP ACT, 1899 (II OF 1899).

Remission and reduction of stamp duties—*contd.*

47. Receipt or bill of lading issued by a Railway Company or Administration or an Inland Steamer Company for the fare for the conveyance of passengers or goods, or both, or animals, or given to such Company or Administration or Inland Steamer Company for the refund of an overcharge made in respect of such fare.

48. (*Cancelled by Notification No. 1230-F., dated the 23rd February, 1912, see Gazette of India, 1912, Pt. I, p. 164.*)

49. Debenture bond of the loan of Rs. 20,00,000 raised by the Government of His Highness the Maharaja of Mysore for the construction of a line of railway from Bangalore to Tiptoor, where the said bond is negotiated in British India.

G.—GOVERNMENT OFFICERS AND CONTRACTORS.

50. Agreement paper passed by a contractor of the Supply and Transport Corps where his security deposit is transferred to a Post Office Savings Bank.

51. Instrument in the nature of a memorandum or agreement furnished to, or made or entered into with, a Supply and Transport officer by a contractor.

52. Agreement or declaration by which a tender made to a Supply and Transport officer is accepted as a contract, where the deposit of the contractor as security for his contract is made in Government of India Promissory Notes or in cash.

53. Instrument in the nature of a memorandum [1][agreement or security bond] furnished to, or made or entered into with the Ordnance Department, the Army Clothing Department, the Forest Department, the Military Farms Department or the Public Works or State Railway Department by a contractor for the due performance of his contracts.

54. Mortgage deed executed by an officer of Government in Civil or Military employ for securing the repayment of an advance received by him from the Government for the purpose of constructing or purchasing a dwelling-house for his own use.

55. Instrument of re-conveyance of mortgaged property executed by Government in favour of an officer in Civil or Military employ on the repayment of an advance received by him from the Government for the purpose of constructing or purchasing a dwelling-house for his own use.

56. Agreement which has been or may be entered into in compliance with the rules prescribed by the Resolution of the Government of

[1] Substituted for "or agreement" by Notification No. 356-F., dated the 2nd September, 1912, see Gazette of India, 1912, Pt I, p. 977.

[2] Added by Notification No. 654-F., dated 24th June, 1913, see Gazette of India, 1913, Pt. I, p. 660.

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

INDIAN STAMP ACT, 1899 (II OF 1899).

Remission and reduction of stamp duties—*contd.*

India in the Finance Department (Military Finance), No. 2195-Accts., dated the 25th October, 1907, regulating the deposits of regimental funds with private banks or firms or such other rules for that purpose as may hereafter be in force.—Duty reduced to the amount payable in respect of a bond for like amount or value, or to Rs. 5, whichever shall be less.

H.—*OTHER DOCUMENTS.*

57. Bill of exchange drawn in Mysore, on which the full rate of stamp duty has been paid there, where the same is negotiated in British India.

58. Cheque drawn in Mysore on which the full rate of stamp duty has been paid there, where the same is negotiated in British India.

59. Receipt given for payment of interest on Government of India Promissory Notes.

60. Letter of authority or power-of-attorney executed for the sole purpose of authorising one or more of the joint-holders of a Government security to give on behalf of the other or others of them, or any one or more of them, a discharge for interest payable on such security or on any renewed security issued in lieu thereof.

61. Power-of-attorney furnished to a relative, servant or dependant under the Dekkhan Agriculturists' Relief Act, 1879 (XVII of 1879), section 68.

62. Copy of an instrument which a Village Registrar has to deliver to a party under the Dekkhan Agriculturists' Relief Act, 1879 (XVII of 1879), section 58.

63. Agreement executed under the [1]Indian Emigration Act, 1883 (XXI of 1883), section 35, sub-section *(1)*.

64. Contract executed in accordance with the provisions of the [2]Assam Labour and Emigration Act, 1882 (I of 1882), for service in Assam under the Local Government in the Public Works Department or under a District Committee constituted under the Assam Local Rates Regulation, 1879 (III of 1879).

65. Arrangement entered into under the Indian Income Tax Act, 1886 (II of 1886), section 9, sub-section *(2)*.

66. Sanad of jagir or other instrument conveying land granted to an individual by the Government otherwise than for a pecuniary consideration.

67. Instrument of exchange executed by a private person where land is given by him for public purposes in exchange for other land granted to him by the Government.

[1] *See* now the Indian Emigration Act, 1908 (XVII of 1908).
[2] *See* now the Assam Labour and Emigration Act, 1901 (VI of 1901).

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

Indian Stamp Act, 1899 (II of 1899).

Remission and reduction of stamp duties—*contd.*

68. Transfer by endorsement of a mortgage of rates and taxes authorised by any Act for the time being in force in British India.

69. Transfer of any of the under-noted debentures of the Ootacamund Club, namely, Nos. 1 to 188, dated the 31st December, 1892; Nos. 189 to 464, 467 to 482, and 485 to 604, dated the 15th January, 1893; Nos. 465, 466, 483, 484 and 605 to 810, dated the 25th October, 1893, and Nos. 811 and 812, dated the 23rd February, 1894.

70. Trust deed entered into in compliance with the rules for the time being in force in the Bombay Presidency, the Punjab, Bengal, Eastern Bengal and Assam, regulating grants-in-aid made by the Government for building purposes to schools and colleges in those provinces.—Duty reduced to the amount payable in respect of a bond for like amount or value, or to Rs. 15, whichever shall be less.

71. Agreement executed for service or for performance of work in any estate not less than ten acres in extent, whether held by one person or by more persons than one as co-owners, and whether in one or more blocks, and situated in British India or in Mysore, which is being prepared for the production of, or actually produces, tea, coffee, rubber, pepper, cardamom or cinchona, where the advance given under agreement does not exceed fifty rupees.—Duty reduced to one anna.

72. Apprenticeship-deed whereby a person is bound apprentice to the Superintendent of Government Printing, India, to learn the business of a distributor or of a compositor.

73. Kabuliyat executed by a Ghatwal of any of the 52 Sarkar Panchaki and Be Panchaki Ghats, or of the 186 Zamindari Panchaki Ghats, in the district of Bankura in Lower Bengal.—Duty reduced to the amount payable in respect of a conveyance for a consideration equal to the amount or value of the average annual rent reserved.

74. Instrument of transfer of shares registered in a branch register in the United Kingdom under the provisions of the Indian Companies (Branch Registers) Act, 1900 (IV of 1900), which has paid the stamp duty leviable thereon in accordance with the law for the time being in force in the United Kingdom.

75. Receipt given by a gangman on a famine relief work in the Bombay Presidency in respect of sums exceeding Rs. 20 paid to him on account of the wages of relief workers.

76. Agreement between creditor and debtor to refer their claims to arbitration made in the Central Provinces in the course of conciliation proceedings approved by the Local Administration, and the award made in virtue of such agreement.

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

INDIAN STAMP ACT, 1899 (II OF 1899).

Remission and reduction of stamp duties—*contd.*

77. Authority in writing (general or special) authorising an agent to appear and plead under section 23, sub-section (*2*), of the United Provinces Village Courts Act, 1892 (United Provinces Act III of 1892).

78. Lease of a fishery granted by the Government in Assam.

79. Agreement or counterpart of an agreement entered into by the owner of a "token" animal and the Government in pursuance of any rules for the time being in force under section 31 of the Punjab Military Transport Animals Act, 1903 (Punjab Act I of 1903).

80. Instrument evidencing an agreement relating to the hypothecation of moveable property where such hypothecation has been made by way of security for the repayment of money advanced or to be advanced by way of loan, or of an existing or future debt.—Duty reduced to the amount chargeable on a bill of exchange under Article No. 13 (*b*) of Schedule I of the Stamp Act, 1899, for the amount secured, if such loan or debt is repayable on demand or more than three months from the date of the instrument; and to half that amount, if such loan or debt is repayable not more than three months from the date of the instrument.

81. Instrument executed in the areas mentioned in the schedule hereto attached in respect of which the stamp duty with which it is chargeable under the stamp law for the time being in force in the said areas has been paid in accordance with the said law.

SCHEDULE.

Areas.

1. Agency territories in Baluchistan.

2. Abu and Anadra, including the road leading from the Abu Sanitarium to Abu Road Railway Station and to the bazar at Kharari.

3. The cantonments of Mhow, Neemuch, Nowgong (including the Civil Lines [1][and Sehore] in the Central India Agency and [1][Baroda and Deesa].

4. The Indore Residency Bazars.

5. Railway lands within the limits of the Central India and Rajputana Agencies over which the Governor General in Council exercises jurisdiction.

6. The areas in the Hyderabad State in which the Governor General in Council exercises jurisdiction through the Resident at Hyderabad.

[1] The words "Agar, Guna, Sirdarpur and Sutna," and the word "Bhuj" were cancelled by Notification No. 246-F., dated the 28th February, 1913, *see* Gazette of India, 1913, Pt. I, p. 169.

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

INDIAN STAMP ACT, 1899 (II OF 1899).

Remission and reduction of stamp duties—*concld*

7. Berar.

8. The Civil and Military Station of Bangalore.

[1][9. Railway lands in the Mysore State over which the Governor General in Council exercises jurisdiction.

10. Railway lands in the Baroda State and in States in the Political control of the Government of Bombay over which jurisdiction has been ceded to the British Government and to which the provisions of the Indian Stamp Act, 1899, have been applied.

11. Railway lands in Jammu and Kashmir and in States in the Punjab over which the Governor General in Council exercises jurisdiction.]

[*See* Gazette of India 1909, Pt. I, p. 597.]

Use of Stamps.

No. 3632-Exc., dated the 29th June, 1906.—In exercise of the powers conferred by the Indian Stamp Act, 1899 (II of 1899), the Governor General in Council is pleased to make the following rules under the said Act in supersession of the rules promulgated with the following Notifications of the Government of India in the Finance Department, namely:—

Notification No. 786-S R., dated the 17th February, 1899;
Notification No. 582-S R., dated the 31st January, 1901;
Notification No. 1662-S R., dated the 21st March, 1902,
Notification No. 3740 S R., dated the 22nd June, 1903;
Notification No. 1591-Exc, dated the 15th March, 1905,
Notification No 3191-Exc., dated the 2nd June, 1905;
Notification No. 5300 Exc, dated the 21st September, 1905;
Notification No. 5616-Exc., dated the 6th October, 1905;
Notification No. 1676-Exc., dated the 22nd March, 1906.

RULES UNDER THE INDIAN STAMP ACT, 1899.

CHAPTER I.

Preliminary.

1. In these rules, the expression "the Act" shall mean the Indian Stamp Act, 1899. Definition

[1] Added by Notification No. 246-F., dated the 28th February, 1913, *see Gazette of India*, 1913, Pt I, p 169

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

Indian Stamp Act, 1899 (II of 1899).

Use of Stamps—*contd.*

Kinds of stamps.

2. There shall be two kinds of stamps for indicating the payment of duty on instruments chargeable with duty under the Act, namely:—

(*a*) impressed stamps, and

(*b*) adhesive stamps.

Chapter II.

Of Impressed Stamps.

Hundis.

3. (*1*) Hundis, other than hundis which may be stamped with an adhesive stamp under section 11 of the Act, shall be written as follows, namely:—

(*a*) A hundi payable otherwise than on demand, but not at more than one year after date or sight, and for an amount not exceeding rupees thirty thousand in value, shall be written on paper on which the necessary stamp bearing the word " Hundi " has been engraved or embossed.

(*b*) A hundi for an amount exceeding rupees thirty thousand in value or payable at more than one year after date or sight, shall be written on paper, supplied for sale by the Government to which a label has been fixed by the Controller of Printing, Stationery and Stamps at Calcutta, or the Superintendent of Stamps at Madras, Bombay Rangoon, Karachi or Nagpur [1][or the Financial Commissioner, Punjab] and impressed by such officer in the manner hereinafter prescribed by rule 10.

(*2*) Every sheet of such paper shall be of a size not less than $8\frac{5}{8} \times 5\frac{1}{8}$ inches, and no plain paper shall be joined to it.

(*3*) The provisions of sub-section (*1*) of rule 6 shall apply also in the case of hundis.

Promissory notes and bills-of-exchange.

4. A promissory note or bill-of-exchange shall, except as provided by section 11 of the Act and by these rules, be written on paper, on which the necessary stamp, with or without the word " Hundi," has been engraved or embossed.

Other instruments.

5. Every instrument chargeable with duty shall, except as provided by section 11 of the Act, [2][and rule 12] be written on paper, on which

[1] Inserted by Notification No. 3725-F., dated the 20th June, 1911, *see* Gazette of India, 1911, Pt. I, p. 477.

[2] Inserted by Notification No. 6364-F., dated the 5th December, 1910, *see* Gazette of India, 1910, Pt. I, p. 1180.

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE INDIAN STAMP ACT, 1899 (II OF 1899).

Use of Stamps—*contd.*

the necessary stamp, not bearing the word "Hundi," has been engraved or embossed.

6. (*1*) Where two or more sheets of paper on which stamps are engraved or embossed are used to make up the amount of duty chargeable in respect of any instrument, a portion of such instrument shall be written on each sheet so used. *Provision where single sheet of paper is insufficient.*

(*2*) Where a single sheet of paper not being paper bearing an impressed hundi-stamp, is found insufficient to admit of the entire instrument being written on the side of the paper which bears the stamp, so much plain paper may be subjoined thereto as may be necessary for the complete writing of such instrument:

Provided that in every such case the side of the sheet which bears the stamp shall be covered by a substantial part of the instrument before any part of the latter is written on the plain paper joined to such sheet.

7. The duty payable on any instrument which is chargeable with a duty of one anna under the Act [1][or of two annas under Articles 5 and 43 of Schedule I thereof] may be denoted by a coloured impression marked on a skeleton form of such instrument by the Controller of Printing, Stationery and Stamps at Calcutta, the Superintendent of Stamps at Madras, Bombay, Rangoon, Karachi or Nagpur [2][or the Financial Commissioner, Punjab] or the [3][Junior Secretary to the Board of Revenue] United Provinces of Agra and Oudh. *One-anna impressed stamps.*

8. The following officers are empowered to affix and impress labels, and each of them shall be deemed to be "the proper officer" for the purposes of the Act and of these rules:— *"The proper officer."*

(*a*) the Collector of Calcutta;
(*b*) the Collectors of Godavari, Tinnevelly, Malabar, and South Canara, and the Treasury Deputy Collectors of those districts when the Collectors are absent from headquarters;
(*c*) the Treasury Officers, Moulmein, Akyab and Bassein;
(*d*) [[4]];
(*e*) the Collector of Chittagong, and the Treasury Deputy Collector when the Collector is absent from headquarters;
(*f*) the Superintendents of Stamps at Madras, Bombay, Rangoon, Karachi, and Nagpur;

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[1] Inserted by Notification No. 6364-A., dated the 5th December, 1910, *see* Gazette of India, 1910, Pt. I, p. 1180.

[2] Inserted by Notification No. 3725-F., dated the 20th June, 1911, *see* Gazette of India, 1911, Pt. I, p. 477.

[3] [illegible] "[illegible]ner of Stamps" by Notification No. 1831-Exc., dated [illegible] India, 1909, Pt. I, p. 220.

[4] [illegible] 513-F., dated the 5th November, 1912, *see* Gazette of [illegible]

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE INDIAN STAMP ACT, 1899 (II OF 1899).

Use of Stamps—*contd.*

(*g*) the [1][Junior Secretary to the Board of Revenue] United Provinces of Agra and Oudh;

(*h*) the Superintendent of Stamps (Political Resident), Aden;

[2][(*i*) the Financial Commissioner, Punjab], and

[3][(*j*) the Deputy Commissioner of Kamrup (at Gauhati), and the Treasury Officer, when the Deputy Commissioner is absent from headquarters.]

[4][(*k*) the Deputy Tahsildar at Tuticorin in respect of any instrument for which the value of the labels required does not exceed one rupee.]

Affixing and impressing of labels by proper officer permissible in certain cases.

9. (*1*) Labels may be affixed and impressed by the proper officer in the case of any of the instruments mentioned in Appendix A, and of the counterparts thereof.

(*2*) Labels may likewise be affixed and impressed by the proper officer in the case of any of the instruments mentioned in Appendix B, when written in any European language, and accompanied, if the language is not English, by translation into English.

Mode of affixing and impressing labels.

10. (*1*) The proper officer shall, upon any such instrument as is referred to in rule 9, being brought to him before it is executed, and upon application being made to him for that purpose, affix thereto a label or labels of such value as the applicant may desire and pay for, and impress such label or labels by means of a stamping machine, and also stamp or write on the face of the label or labels the date of impressing the same before returning the instrument to the applicant. In the case of instruments written on parchment, the labels shall be further secured by means of metallic eyelets.

(*2*) On affixing any label or labels under this rule, the proper officer shall, where the duty amounts to rupees five or upwards write on the face of the label or labels, his initials, and where the duty amounts to rupees twenty or upwards, shall also attach his usual signature to the instrument immediately under the label or labels.

(*3*) In Calcutta, the Deputy Collector and the Superintendent of the Stamp Department of the Collector's Office; in Karachi, the Assistant Superintendent of Stamps; in Lahore, [5][the Head or any other Assistant

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[1] *See* third footnote on prepage.

[2] Inserted by Notification No. 3725-F., dated the 20th June, 1911, *see* Gazette of India, 1911, Pt. I, p. 477.

[3] Inserted by Notification No. 300-F., dated the 16th August, 1912, *see* Gazette of India, 1912, Pt. I, p. 833.

[4] Added by Notification No. 1169-F., dated 16th November, 1913, *see* Gazette of India, 1913, Pt. I, p. 1027.

[5] Inserted by Notification No. 3725-F., dated the 20th June, 1911, *see* Gazette of India, 1911, Pt. I, p. 477.

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE INDIAN STAMP ACT, 1899 (II OF 1899).

Use of Stamps—*contd.*

for the time being in charge of the stamping work in the Financial Commissioner's office] and generally, any principal assistant of the proper officer, if empowered by the Local Government in this behalf, may discharge the functions of the proper officer under sub-section (*2*) of this rule.

Certain instruments to be stamped with impressed labels.

11. (*1*) Instruments (other than instruments which, under section 11 of the Act, may be stamped with adhesive stamps) executed out of British India and requiring to be stamped after their receipt in British India shall be stamped with impressed labels.

(*2*) Where any such instrument as aforesaid is taken to the Collector under section 18, sub-section (*2*), of the Act, the Collector, unless he is himself the proper officer, shall send the instrument to the proper officer, remitting the amount of duty paid in respect thereof; and the proper officer shall stamp the instrument in the manner prescribed by rule 10, and return it to the Collector for delivery to the person by whom it was produced.

CHAPTER III.

Of Adhesive Stamps.

Bills of exchange.

[1][12. The following instruments may be stamped with adhesive stamps:—

(*a*) Bills of Exchange payable otherwise than on demand and drawn in sets when the amount of duty does not exceed one anna for each part of the set.]

[2][(*b*) Separate instruments of transfer of shares and transfers of debentures of public companies and associations.]

(*c*) Copies of maps and plans and printed copies when chargeable with stamp duty under Article 24 of Schedule I of the Act.

(*d*) Instruments chargeable with stamp duty under Articles 5 and 43 of Schedule I of the Act, when the amount of duty does not exceed two annas.

Supply of deficient duty on transfer of share.

13. When any instrument of transfer of shares in a Company or Association is written on a sheet of paper on which the necessary stamp is engraved or embossed and the value of the stamp so engraved or

[1] Substituted by Notification No. 6364-A., dated the 5th December, 1910, *see Gazette of India*, 1910. Pt. I, p. 1120.

[2] Substituted by Notification No. 311-F., dated the 19th August, 1912, *see Gazette of India*, 1912, Pt. I, p. 847.

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE INDIAN STAMP ACT, 1899 (II OF 1899).

Use of Stamps—*contd.*

embossed is subsequently, in consequence of a rise in the market value of such shares, found to fall short of the amount of duty chargeable under Article No. 62 (*a*) of Schedule I of the Act, one or more adhesive stamps bearing the words "Share Transfer," as hereinafter prescribed, may be used to make up the amount required.

Adhesive stamp or stamps denoting duty of one anna or half an anna.

14. Except as otherwise provided by these rules, the adhesive stamp or stamps used to denote the duty of one anna shall bear the words "One-Anna" or "Half-Anna," as the case may be, and the adhesive stamp used to denote the duty of half an anna shall bear the words "Half-Anna"; and such stamp or stamps may be superscribed either for postage or for revenue or for both postage and revenue.

Special adhesive stamps to be used in certain cases.

15. The following instruments, when stamped with adhesive stamps shall be stamped in the manner hereinafter prescribed, that is to say:—

(*a*) Bills-of-exchange, cheques, and promissory notes drawn or made out of British India and chargeable with a duty of more than one anna shall be stamped with adhesive stamps bearing the words "Foreign Bill."

(*b*) Transfer of shares [1][and debentures] of Public Companies and Associations shall be stamped with adhesive stamps bearing the words "Share Transfer."

(*c*) An entry as an advocate, vakil or attorney on the roll of any High Court shall be stamped with an adhesive stamp bearing the word "Advocate," "Vakil," or "Attorney." Such stamps shall be affixed under the superintendence and responsibility of a gazetted officer of the High Court, who shall obtain the stamp from the Superintendent of Stamps [2][or other officer appointed in this behalf by the Local Government] and account to him for it. Such officer shall after affixing the stamp, write on the face of it his usual signature with the date thereof before parting with the instrument.

(*d*) Notarial acts shall be stamped with adhesive foreign bill stamps bearing the word "Notarial."

(*e*) Copies of maps or plans [3][and printed copies] certified to be true copies shall be stamped with adhesive court-fee stamps.

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[1] Inserted by Notification No. 2147-Exc., dated the 28th April, 1910, see Gazette of India, 1910, Pt. I, p. 340.
[2] Inserted by Notification No. 3725-F., dated the 20th June, 1911, see Gazette of India, 1911, Pt. I, p. 477.
[3] Inserted by Notification No. 5057-Exc., dated the 28th September, 1910, see Gazette of India, 1910, Pt. I, p. 1014.

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE INDIAN STAMP ACT, 1899 (II OF 1899).

Use of Stamps—*contd.*

CHAPTER IV.

Miscellaneous.

Provision for cases in which improper description of stamp is used.

16. When an instrument bears a stamp of sufficient amount, but of improper description, the Collector may, on payment of the duty with which the same is chargeable, certify by endorsement on the instrument that it is duly stamped:

Provided that if application is made within three months of the execution of the instrument, and the Collector is satisfied that the improper description of stamp was used solely because of the difficulty or inconvenience of procuring one of proper description, he may remit the further payment of duty prescribed in this rule.

Evidence as to circumstances of claim to refund or renewal.

17. The Collector may require any person claiming a refund or renewal under Chapter V of the Act, or his duly authorized agent, to make an oral deposition on oath or affirmation, or to file an affidavit, setting forth the circumstances under which the claim has arisen, and may also, if he thinks fit, call for the evidence of witnesses in support of the statement set forth in any such deposition or affidavit as aforesaid.

Payment of allowances in respect of spoiled or misused stamps or on the renewal of debentures.

When an application is made for the payment, under Chapter V of the Act, of an allowance in respect of a spoiled or misused stamp, or on the renewal of a debenture, and an order is passed by the Collector sanctioning the allowance or calling for further evidence in support of the application, then, if the amount of the allowance or the stamp given in lieu thereof is not taken, or if the further evidence required is not furnished, as the case may be, by the applicant within one year of the date of such order as aforesaid, the application shall be struck off, and the spoiled or misused stamp (if any) sent to the Superintendent of Stamps[1] [or other officer appointed in this behalf by the Local Government] for destruction.

Mode of cancelling original debenture in case under section 55 of Act.

18. Where the Collector makes a refund under section 55 of the Act, he shall cancel the original debenture by writing on or across it the word "Cancelled" and his usual signature with the date thereof.

Rewards.

19. On the conviction of any offender under Chapter VII of the Act, the Collector may grant to any person who appears to him to have contributed thereto, a reward within a limit to be fixed by the Local Government.

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[1] Inserted by Notification No. 3725-F., dated the 20th June, 1911, *see* Gazette of India, 1911, Pt. I, p. 477.

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE INDIAN STAMP ACT, 1899 (II OF 1899).

Use of Stamps—*contd.*

APPENDIX A.

List of instruments referred to in rule 9 (1) of the rules.

	No. of Article in Schedule I of the Act.
(*a*) Administration-bonds	2
(*b*) Affidavits	4
(*c*) Appointments made in execution of a power	7
(*d*) Articles of Association of a Company	10
(*e*) Articles of clerkship	11
(*f*) Bills-of-lading	14
(*g*) Charter parties	20
(*h*) Declarations of trust	64A.
(*i*) Instruments evidencing an agreement relating to (1) the deposit of title-deeds or instruments constituting or being evidence of the title to any property whatever (other than a marketable security), or (2) the pawn or pledge or hypothecation of moveable property	6
(*j*) Leases printed or lithographed in an oriental language, when the written matter filled in does not exceed one-fourth of the printed matter	35
(*k*) Memoranda of Association of Companies	39
(*l*) Mortgages of crops	41
(*m*) Notes of protest by Masters of Ships	44
(*n*) Policies of insurance	47
(*o*) Revocations of trust	64B
(*p*) Share-warrants issued by a Company in accordance with section 30 of the [1]Indian Companies Act, 1882 (VI of 1882), other than share-warrants issued before the fourteenth day of November, 1890, with adhesive stamps bearing the words "Share Transfer" and denoting the full amount of duty payable thereon, which share-warrants shall be held to have been duly stamped	59
(*q*) Warrants for goods	65
[2][(*r*) Note or memorandum when the duty payable exceeds two annas	43 B]

[1] *See* now Act VII of 1913.
[2] Inserted by Notification No. 6364-A., dated the 5th December, 1910, *see* Gazette of India, 1910, Pt. I, p. 1180.

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE INDIAN STAMP ACT, 1899 (II OF 1899).

Use of Stamps—*concld.*

APPENDIX B.

List of instruments referred to in rule 9 (2) of the rules.

	No. of Article in Schedule I of the Act.
(*a*) Agreements or memoranda of agreements which, in the opinion of the proper officer, cannot conveniently be written on sheets of paper on which the stamps are engraved or embossed .	5
(*b*) Instruments engrossed on parchment and written in the English style which, in the opinion of such officer, cannot conveniently be written on sheets of paper on which the stamps are engraved or embossed	
(*c*) Awards	12
(*d*) Bills-of exchange payable otherwise than on demand and drawn in British India	13 (*b*) & (*c*)
(*e*) Bonds	15, 16, 26, 34, 56 & 57
(*f*) Certificates of sale . . .	18
(*g*) Composition deeds . . .	22
(*h*) Conveyances	23
(*i*) Instruments imposing a further charge on mortgaged property	32
(*j*) Instruments of apprenticeship	9
(*k*) Instruments of co-partnership . .	46 A
(*l*) Instruments of dissolution of partnership .	46 B
(*m*) Instruments of exchange	31
(*n*) Instruments of gift	33
(*o*) Instruments of partition	45
(*p*) Leases	35
(*q*) Letters of license	38
(*r*) Mortgage deeds	40
(*s*) Powers-of-Attorney	48
(*t*) Re-conveyances of mortgaged property	54
(*u*) Releases	55
(*v*) Settlement	58
(*w*) Transfers of the description mentioned in Article 62, clauses (*c*), (*d*) and (*e*) of Schedule I of the Act	2 (*c*), (*d*) & (*e*)

[*See* Gazette of India, 1906, Pt. I, p. 439.]

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE INDIAN STAMP ACT, 1899 (II OF 1899).

Reduction of duty on policy of Sea Insurance.

No. 5799-Exc., dated the 26th November, 1909.—In exercise of the powers conferred by section 9, clause (*a*), of the Indian Stamp Act, 1899 (II of 1899), the Governor General in Council is pleased to direct that, with effect from 1st April, 1910, the duty chargeable under Article 47A (*i*), (*ii*), Schedule I, of the said Act on a policy of sea insurance shall be reduced to one anna, if drawn singly, and to half an anna for each part, if drawn in duplicate, in respect of every full sum of one thousand five hundred rupees and also any fractional part of one thousand five hundred rupees insured by the policy.

[*See* Gazette of India, 1909, Pt. I, p. 1636.]

Remission of duty chargeable in certain mortgage deeds.

No. 1941-F., dated the 29th March, 1911.—In exercise of the powers conferred by section 9, clause (*a*) of the Indian Stamp Act, 1899 (II of 1899), the Governor General in Council is pleased to remit the duty chargeable under Article 40, clause (*b*) of Schedule I of the said Act on mortgage deeds executed by an officer of the Government for securing the repayment of an advance received by him from the Government for the purpose of purchasing a motor car or a motor boat for his own use.

[*See* Gazette of India, 1911, Pt. I, p. 233.]

Conversion into foreign currencies.

No. 1281-S. R., dated the 17th March, 1899.—In exercise of the power conferred by section 20, sub-section (*2*), of the Indian Stamp Act, 1899 (II of 1899), and of all other powers in this behalf, and in supersession of the Notification of the Government of India in the Department of Finance and Commerce, No. 787-S. R., dated the 17th February, 1899, the Governor General in Council is pleased to prescribe the following rates of exchange for the conversion of the currencies hereinafter specified respectively into the currency of British India for the purposes of calculating *ad valorem* duty on instruments chargeable therewith:—

Currency.	Sum.	Equivalent in currency of British India.
British	£1 sterling . . .	Rs. 15; but in the case of Bills of Exchange (Article No. 13, Schedule I) Rs. 10 only.

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE INDIAN STAMP ACT, 1899 (II OF 1899).

Conversion into foreign currencies—*concld.*

Currency	Sum.	Equivalent in currency of British India.
French	1 franc . . .	⅗ of a Rupee, *i e*, Fcs 25 = Rs. 15.
German	1 mark	¾ of a Rupee, *i e*, Mks. 20 = Rs. 15.
United States or Canadian	1 dollar	Rs. 3 0 0
Chinese	1 tael	Rs. 2 0 0
British (Asiatic possessions)	1 dollar* . . .	Rs. 1 8 0
Mexican	1 dollar* . . .	Rs. 1 8 0
Japanese . . .	1 yen	Rs. 1 8 0
Persian	1 kran	Rs 0 4 0

* That is the "British Dollar" and the "Mexican Dollar," which are in current use in the Straits Settlements and elsewhere.

[*See* Gazette of India, 1899, Pt. I, p. 153.]

Rules as to allowance for spoiled or misused stamps.

No. 3740-S. R., dated the 22nd June, 1903.—In exercise of the power conferred by section 75 of the Indian Stamp Act, 1899 (II of 1899), the Governor General in Council is pleased to make the following rule as to the payment of allowances in respect of spoiled or misused stamps or on the renewal of debentures:—

"When an application is made for the payment, under Chapter V of the Indian Stamp Act, 1899 (II of 1899), of an allowance in respect of a spoiled or misused stamp or on the renewal of a debenture, and an order is passed by the Collector, sanctioning the allowance, or calling for further evidence in support of the application, then if the amount of the allowance or the stamp given in lieu thereof is not taken, or if the further evidence required is not furnished as the case may be, by the applicant within one year of the date of such order as aforesaid, the application shall be struck off, and the spoiled or misused stamp (if any) sent to the Superintendent of Stamps for destruction."

[*See* Gazette of India, 1903, Pt. I, p. 537.]

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE INDIAN PETROLEUM ACT, 1899 (VIII OF 1899).

Additions to Schedule to Act.

No. 3901—6, dated the 27th May, 1911.—In exercise of the power conferred by section 4, sub-section (*1*), of the Petroleum Act, 1899 (VIII of 1899), the Governor General in Council is pleased to direct that the following alterations and additions be made to the first schedule to the said Act:—

I. After direction 2 in Part II, the following shall be added, namely:—

"3. *Samples of certain mixtures.*—Samples of liquid, and viscous and sedimentary, petroleum mixtures shall be prepared for testing in the manner prescribed by the two foregoing directions."

II. For direction 6 in Part III as amended by Home Department Notification[1] No. 928 (J), dated the 28th June, 1900, the following shall be substituted, namely:—

"*Directions for testing petroleum mixtures.*

6. *Liquid mixtures.*—Where the petroleum mixture is wholly liquid, flows quite freely, and does not contain any sediment or thickening ingredient, such mixture is tested in the same manner as ordinary petroleum.

7. *Viscous and sedimentary mixtures.*—Where the petroleum mixture contains an undissolved sediment, as in the case of some metal polishes, which can be separated by filtration or by settlement and decantation, the sediment may be so separated and the decanted liquid may be tested in the same manner as ordinary petroleum.

In carrying out such separation, care must be taken to minimise the evaporation of the petroleum. The separation of the sediment must not be effected by distillation.

Where the petroleum mixture is such that sediment cannot be separated by the aforementioned means, or where it is of a viscous nature as in the case of india-rubber solution, quick drying paints, etc., such mixture shall be tested in a modified apparatus, which differs from that prescribed in Part I only in the addition of a stirrer to equalize the temperature throughout the sample under test.

In carrying out the test of a viscous petroleum mixture, this stirrer shall be constantly revolved at a slow speed, except when applying the test flame, with the fingers, the direction of revolution being that of the hand of a clock.

With the exception of the use of the stirrer, the manner of carrying out the test shall be the same as in the case of ordinary petroleum.

[1] Published at p. 403 of Pt. I of Gazette of India, 1900.

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE INDIAN PETROLEUM ACT, 1899 (VIII OF 1899).

Additions to Schedule to Act—*concld.*

The stirrer may be removed by grasping the spindle just above the blades with the finger and thumb, and unscrewing the upper sheath. The opening in the lid, through which the stirrer passes, may then be closed by a plug provided for the purpose.

When this has been done, the apparatus shall be deemed to comply with the specification set *forth in this schedule and may be used for* testing ordinary petroleum.

A model of the aforementioned apparatus will be deposited in the office of the Chemical Examiner to Government, Calcutta, and the provisions of section 20 of the Petroleum Act, 1899, in regard to verification and stamping shall apply also to such apparatus as though it were the apparatus prescribed by the said Act.

For the purpose of carrying out such verification the stirrer shall be removed and the opening plugged as hereinbefore directed. The apparatus shall then be tested with ordinary petroleum. The stirrer shall be verified by comparison of measurements."

III. For the heading to Part IV the following shall be substituted, namely:—

"*Directions for determining the flashing point of petroleum and petroleum mixtures which are not fluid at ordinary temperatures but liquefy when heated in a water bath, or which are liquid at ordinary temperatures but solidify on being cooled to 50° F.*"

[*See* Gazette of India, 1911, Pt. I, p. 368.]

Transport of Petroleum between Provinces.

No. 1795, dated the 12th December, 1902.—In exercise of the powers conferred by section 8 of the Indian Petroleum Act, 1899 (VIII of 1899), the Governor General in Council is pleased to make the following rule to regulate the transport of petroleum from one Province of British India to any other, namely:—

[1][(1) Save as otherwise provided in sub-rule (*2*)] where petroleum is transported from any Province of British India to any other such Province, the rules relating to the granting of transport licenses and to the transport of petroleum for the time being in force in the Province from which the petroleum is transported, and no others, shall, so far as they can

[1] Added by Notification No. 965-C., dated the 6th April, 1905, *see* Gazette of India, 1905, Pt. I, p. 248.

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE INDIAN PETROLEUM ACT, 1899 (VIII OF 1899).

Transport of Petroleum between Provinces—*concld.*

be made applicable, be deemed to apply to the petroleum, so long as it remains in transport, as though it were being transported within the limits of such last mentioned Province.

[1][(2) Nothing in sub-rule (*1*) shall be deemed to limit or otherwise affect the exercise, for the due enforcement of the rules rendered applicable by the said sub-rule, of any powers of inspecting or detaining petroleum in transport, which may be exciseable by any Magistrate or Police Officer under any rules for the time being in force under the Indian Petroleum Act, 1899 (VIII of 1899), in the Province within which the petroleum is being transported.]

[*See* Gazette of India, 1902, Pt. I, p. 889.]

Form of certificate of verification of petroleum testing apparatus.

No. 1850 (Judicial), dated the 29th December, 1899.—Under the provisions of section 20, sub-section (*2*), of the Indian Petroleum Act, 1899 (VIII of 1899), the Governor General in Council is pleased, in supersession of the Notification of this Department, No. 1079, dated the 2nd August, 1890, to prescribe the following form of certificate of verification of petroleum testing apparatus:—

This is to certify that the apparatus stamped by me with the No. and with the date and provided with slides marked A and B and thermometers numbered on the stem 1, 2, 3 and 4, respectively, has been verified and compared with the model Test Apparatus kept at the Chemical Examiner's Department, Calcutta, with the following results:—

1. When slide A is used with thermometer No. 1, the apparatus records the flashing point of an oil.*
2. When slide A is used with thermometer No. 2, the apparatus records the flashing point of an oil.*
3. When slide A is used with thermometer No. 3, the apparatus records the flashing point of an oil.*

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[1] Added by Notification No. 965-C., dated the 6th April, 1905, *see* Gazette of India, 1905, Pt. I, p. 248.

* If the apparatus records correctly enter here the word "correctly." If the apparatus records the flashing point above or below the truth as ascertained by comparison with the Model Test Apparatus, enter here " (degrees and decimals) too high" (or "too low," as the case may be).

Part II.—General Rules and Orders made under General Acts of the Governor-General in Council—*contd.*

THE INDIAN PETROLEUM ACT, 1899 (VIII OF 1899).

Form of certificate of verification of petroleum testing apparatus—*concld.*

4. When slide B is used with thermometer No. 1, the apparatus records the flashing point of an oil.*
5. When slide B is used with thermometer No. 2, the apparatus records the flashing point of an oil.*
6. When slide B is used with thermometer No 3, the apparatus records the flashing point of an oil.*

For Viscid Oil.—With extra side thermometer (cylindrical bulbed) No. 4.

7. When slide A is used with thermometer No 4, the apparatus records the flashing point of an oil.*
8. When slide B is used with thermometer No. 4, the apparatus records the flashing point of an oil.*

The thermometers and aneroid barometer accompanying this apparatus have been standardised as in the attached cards.

[*See* Gazette of India, 1899, Pt. I, p. 1102.]

Fees for the verification of apparatus for testing petroleum.

[1]*No. 1475-J., dated the 9th October, 1890.*—Under the provisions of section 21, sub-section (*1*), of the Petroleum Act, XII of 1886, the Governor General in Council is pleased to prescribe the following rates of fees for the verification of apparatus for testing petroleum which may be submitted to the Chemical Examiner to Government, Calcutta, for that purpose, *viz.* :—

Rupees 16 for the verification of one slide with one thermometer, which fee will cover the cost of engraving the name of the owner on the apparatus, and Rs. 10 for each additional slide or thermometer verified after the first.

[*See* Gazette of India, 1890, Pt. I, p. 734.]

Form of Register of Certificates of verification of petroleum testing apparatus.

[1]*No. 1081, dated 2nd August, 1890.*—Under the provisions of section 21, sub-section (*4*), of the Petroleum Act, XII of 1886, the Governor

* If the apparatus records correctly enter here the word "correctly." If the apparatus records the flashing point above or below the truth as ascertained by comparison with the Model Test Apparatus, enter here " (degrees and decimals) too high" (or "too low," as the case may be).

[1] These notifications are kept in force by s. 24 of the General Clauses Act, 1897 (X of 1897), Genl. Acts, Vol. IV.

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE INDIAN PETROLEUM ACT, 1899 (VIII OF 1899).

Form of Register of Certificates of verification of petroleum testing apparatus—*concld.*

General in Council is pleased to prescribe the following form of Register to be kept by the Chemical Examiner to Government, Calcutta, of certificates of verification of petroleum testing apparatus granted under section 21, sub-section (2), of the Act.

Register of Certificates granted under section 21 of the Petroleum Act, XII of 1886.

Serial No.	Port at which the apparatus is intended to be used.	Number and date stamped on the apparatus.	Contents of certificate.

[*See* Gazette of India, 1890, Pt. I, p. 596.]

Fee for inspection of model test apparatus.

[1]*No. 1474-J., dated the 9th October, 1890.*—Under the provisions of section 21, sub-section (5), of the Petroleum Act, XII of 1886, the Gover-

[1] This notification is kept in force by s. 24 of the General Clauses Act, 1897 (X of 1897), Genl. Acts, Vol. IV.

THE INDIAN PETROLEUM ACT, 1899 (VIII OF 1899).

Fee for inspection of model test apparatus—*concld.*

·nor General in Council is pleased to prescribe a fee of one rupee for the inspection of the model test apparatus deposited in the Office of the Chemical Examiner to Government, Calcutta.

[*See* Gazette of India, 1890, Pt. I, p. 734.]

Application of part of Act to Carbide of Calcium.

No. 101—10, dated the 4th January, 1907.—In exercise of the powers conferred by section 22 of the Indian Petroleum Act, 1899 (VIII of 1899), the Governor General in Council is pleased to apply to Carbide of Calcium the provisions of sections 8 to 15, 17, 18, 23 and 24 of the said Act, and to prescribe that for the quantity of petroleum mentioned in section 11 of the same Act, such quantity or quantities of Carbide of Calcium shall be substituted as may be prescribed by the rules for the time being in force relating to the possession and transport of Carbide of Calcium.

Home Department Notification No. 1118, dated the 11th August 1899, is hereby cancelled.

[*See* Gazette of India, 1907, Pt. I, p. 15.]

Publication of draft Rules under Act.

No. 562, dated the 12th April, 1889.—In exercise of the power conferred by section 24, sub-section (*1*), of the Indian Petroleum Act, 1899 (VIII of 1899), the Governor General in Council is pleased to direct, in supersession of the Notification of the Government of India in the Home Department, No. 187, dated the 1st February, 1887, that drafts of rules which it may be proposed to make under the said Act, shall be published:—

(*a*) when the authority making the rules is a Local Government, in three consecutive issues of the local official Gazette in English and in such other language or languages as the Local Government may direct; and

(*b*) when the authority making the rules is the Governor General in Council, in three consecutive issues of the Gazette of India in English, and in three consecutive issues of the local official Gazette (if any) of every Local Government in British India in English and in such other language or languages as the Local Government may direct.

[*See* Gazette of India, 1899, Pt. I, p. 244.]

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

The Glanders and Farcy Act, 1899 (XIII of 1899).

" Surra " and " Lymphangitis Epizootica " specified as dangerous epidemic diseases.

No. 2069—102-2, dated the 22nd September, 1910.—In pursuance of section 2, sub-section (*1*), of the Glanders and Farcy Act, 1899 (XIII of 1899), as amended by the Glanders and Farcy Law Amendment Act, 1910 (XII of 1910), the Governor General in Council hereby specifies " surra " and " lymphangitis epizootica " as dangerous epidemic diseases within the meaning of section 2, sub-section (*1*), of the said Act.

[*See* Gazette of India, *1910*, Pt. *I*, p. *969*.]

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE CHURCH OF SCOTLAND KIRK SESSIONS ACT, 1899 (XXIII OF 1899).

Kirk Sessions in Calcutta, Madras, Bombay, Simla, Poona and Cawnpore.

No. 367-E., dated the 10th August, 1900.—In exercise of the powers conferred by section 2, sub-section (2), of the Church of Scotland Kirk Sessions Act, 1899 (XXIII of 1899), the Governor General in Council is pleased to notify that the Kirk Sessions of the Church of Scotland at present existing in the towns of Calcutta, Madras, Bombay and Allahabad have been duly constituted for ecclesiastical purposes in pursuance of Acts of the General Assembly of the Church of Scotland.

[*See* Gazette of India, 1900, Pt. I, p. 484.]

No. 484, dated the 4th November, 1904.—In exercise of the power conferred by section 2, sub-section (2), of the Church of Scotland Kirk Sessions Act, 1899 (XXIII of 1899), the Governor General in Council is pleased to notify that the Kirk Session of the Church of Scotland at Simla has been duly constituted for ecclesiastical purposes in pursuance of an Act of the General Assembly of the Church of Scotland.

[*See* Gazette of India, 1904, Pt. I, p. 831.]

No. 430, dated the 5th October, 1905.—In exercise of the power conferred by section 2, sub-section (2), of the Church of Scotland Kirk Sessions Act, 1899 (XXIII of 1899), the Governor General in Council is pleased to notify that the Kirk Session of the Church of Scotland at Poona has been duly constituted for ecclesiastical purposes in pursuance of an Act of the General Assembly of the Church of Scotland.

[*See* Gazette of India, 1905, Pt. I, p. 706.]

No. 264, dated the 17th June, 1910.—In exercise of the power conferred by section 2, sub-section (2), of the Church of Scotland Kirk Sessions Act, 1899 (XXIII of 1899), the Governor General in Council is pleased to notify that the Kirk Session of the Church of Scotland at Cawnpur has been duly constituted for ecclesiastical purposes in pursuance of an Act of the General Assembly of the Church of Scotland.

[*See* Gazette of India, 1910, Pt. I, p. 474.]

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE PRISONERS ACT, 1900 (III OF 1900).

Section 19 of Prisoners Act, 1871 (V of 1871), applied to offences under the Penal Code mentioned in Schedule II, Act XI of 1872.

[1]*No. 158, dated the 12th August, 1872.*—Under section 19 of Act V of 1871 (*The Prisoners Act, 1871*), and with reference to section 11 of Act XI of 1872 (*The Foreign Jurisdiction and Extradition Act, 1872*), the Governor General in Council is pleased to notify that the provisions of section 19 of Act V of 1871 shall apply to offences against any of the sections of the Indian Penal Code mentioned in Schedule II of Act XI of 1872.

[*See* Gazette of India, 1872, Pt. I, p. 780.]

Barracks at Port Blair declared to be prisons for convicts sentenced to penal servitude.

No. 858, dated the 29th May, 1871.—Under the provisions of section 21 of Act V of 1871[2] the Governor General in Council is pleased to declare that barracks and other places used for the confinement of prisoners at Port Blair, Port Mouat, and the Nicobars to be prisons for the confinement of convicts sentenced to penal servitude.

[*See* Gazette of India, 1871, Pt. I, p. 410.]

Confinement of convicts sentenced to penal servitude.

No. 47, dated the 10th January, 1857.—In order to give effect to the provisions of section VI, Act No. XXIV of 1855,[2] the Governor General of India in Council hereby directs that, until further orders, every person who under that Act may by any Court in the Presidency of Fort St. George be sentenced or ordered to be kept in penal servitude, shall, during term of the sentence or order, be confined in the prison known as the Madras Penitentiary, and that every person who in like manner may by any Court, within any other part of the territories in the possession, and under the government of the East India Company, be sentenced or ordered to be kept in penal servitude, shall be confined in the prison or place of confinement in which such person would have been confined, if, instead of being sentenced or ordered to be kept in penal servitude, he had been sentenced to imprisonment with hard labour.

[*See* Calcutta Gazette, 1857, p. 68.]

Jails to which persons sentenced to transportation may be sent.

No. 1405, dated the 15th August, 1873.—Under the provisions of section 21 of Act V of 1871,[2] the Governor General in Council is pleased

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[1] This notification is probably obsolete with reference to section 15 (*i*) (*c*) of the Prisoners Act, 1900 (III of 1900).

[2] *See* now Act III of 1900.

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE PRISONERS ACT, 1900 (III OF 1900).

Jails to which persons sentenced to transportation may be sent—*contd.*

to declare the Yerrowda Central Jail in the Bombay Presidency to be a prison in which persons sentenced to be kept in penal servitude may be confined.

No. 1406, dated the 15th August, 1873.—Under the provisions of section 319 of [1]Act X of 1872 (the Code of Criminal Procedure), the Governor General in Council is pleased to appoint the Yerrowda Central Jail to be a place to which persons sentenced to transportation in the Bombay Presidency may be sent

[*See* Gazette of India, 1873, Pt. I, p. 732.]

No 537, dated the 13th December, 1899.—Under the provisions of section 33 of the Prisoners' Act, 1871 (V of 1871), as amended by section 2 of the Prisoners' Act Amendment Act, 1882 (IX of 1882), the Governor General in Council is pleased to appoint the following Jails in the Madras Presidency as places to which persons sentenced to transportation may be sent:—

The Central Jails at Rajahmundry, Vellore, Salem, Trichinopoly, Coimbatore and Cannanore and Her Majesty's Penitentiary at Madras

2. Home Department Notification No. 953, dated the 11th June, 1868, is hereby cancelled.

[*See* Gazette of India, 1899, Pt. I, p. 1066.]

No. 158, dated the 9th April, 1891.—In exercise of the power conferred by section 33 of the Prisoners Act, V of 1871, as amended by Act IX of 1882,[2] the Governor General in Council hereby appoints the Raipur Jail to be a place to which persons sentenced to transportation may be sent.

[*See* Gazette of India, 1891, Pt. I, p. 185.]

No. 410, dated the 18th June, 1889.—In exercise of the power conferred by section 33 of the Prisoners Act, V of 1871, as amended by Act IX of 1882,[2] the Governor General in Council hereby appoints the Delhi Jail and the Mooltan District Jail to be places to which persons sentenced to transportation may be sent.

[*See* Gazette of India, 1889, Pt. I, p. 339.]

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[1] *See* now Act V of 1898.
[2] *See* now Act III of 1900.

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE PRISONERS ACT, 1900 (III OF 1900).

Jails to which persons sentenced to transportation may be sent—*contd.*

No. 10, dated the 5th January, 1893.—Under the provisions of section 33 of the Prisoners Act (V of 1871) as amended by section 2 of Act IX of 1882,[1] the Governor General in Council is pleased to appoint the following Jails in the North-Western Provinces and Oudh as places to which persons sentenced to transportation may be sent:—

The Central Jails at Benares, Allahabad, Agra, Furrukhabad, and Bareilly.

2. Home Department Notification No. 1644 (Judicial), dated the 28th October, 1869, is hereby cancelled.

[*See* Gazette of India, 1893, Pt. I, p. 2.]

No. 154, dated the 23rd March, 1893.—In continuation of Home Department Notification[2] No. 10, dated the 5th January last, the Governor General in Council is pleased, under section 33 of Act V of 1871, as amended by section 2 of Act IX of 1882,[1] to appoint the Lucknow Central Jail to be a place to which persons sentenced to transportation may be sent.

2. Home Department Notification No. 1669 (Judicial), dated the 3rd September, 1872, is hereby cancelled.

[*See* Gazette of India, 1893, Pt. I, p. 171.]

No. 173, dated the 29th March, 1894.—The Governor General in Council is pleased, under section 33 of Act V of 1871, as amended by section 2 of Act IX of 1882, to appoint the Montgomery Central Jail to be a place to which persons sentenced to transportation may be sent.

[*See* Gazette of India, 1894, Pt. I, p. 180.]

No. 109, dated the 8th March, 1895.—The Governor General in Council is pleased, under section 33 of Act V of 1871, as amended by section 2 of Act IX of 1882,[1] to appoint the Umballa and Rawalpindi District Jails to be places to which persons sentenced to transportation may be sent.

[*See* Gazette of India, 1895, Pt. I, p. 133.]

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[1] *See* now Act III of 1900.
[2] *Supra.*

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE PRISONERS ACT, 1900 (III OF 1900).

Jails to which persons sentenced to transportation may be sent—*concld*

No. 557, dated the 7th May, 1897.—In exercise of the power conferred by section 33 of the Prisoners Act, 1871 (V of 1871), as amended by section 2 of the Prisoners Act Amendment Act, 1882 (IX of 1882),[1] and in supersession of the notifications of the Government of India in the Home Department marginally cited, the Governor General in Council is pleased to appoint the Jails at Rangoon, Moulmein, Bassein, Mandalay, Myingyan, Thayetmyo, and Insein as places within British India to which prisoners sentenced to transportation may be sent.

No. 2046, dated 25th November, 1870
No. 263, dated 25th April, 1889.
No 25, dated 12th January, 1893.

[*See* Gazette of India, 1897, Pt. I, p. 320.]

No. 6, dated the 16th January, 1907.—In exercise of the powers conferred by section 32 of the Prisoners Act, 1900 (III of 1900), the Governor General in Council is pleased to appoint the following jails in Eastern Bengal and Assam as places to which persons under sentence of transportation may be sent:—

All central jails and the Gauhati, Tezpur and Sylhet jails.

[*See* Gazette of India, 1907, Pt. I, p. 48.]

No. 266, dated the 5th September, 1911.—In exercise of the power conferred by section 32 of the Prisoners Act, 1900 (Act III of 1900), the Governor General in Council hereby appoints the Central Jail at Myaungmya to be a place to which persons sentenced to transportation may be sent.

[*See* Gazette of India, 1911. Pt. I, p. 741.]

[1] *See* now Act III of 1900.

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE INDIAN TOLLS (ARMY) ACT, 1901 (II OF 1901).

Passes as to exemption from tolls.

No. 1093, dated the 13th November, 1903.—In exercise of the powers conferred by section 7, sub-sections (*1*) and (*2*), of the Indian Tolls (Army) Act, 1901 (II of 1901), the Governor General in Council is pleased to make the following rules, namely:—

Rules.

1. Save as hereinafter otherwise provided in rule 2, where exemption from the payment of tolls is claimed under the Indian Tolls (Army) Act, 1901 (II of 1901), in respect of any person or body of persons or any property, a pass, in the form annexed, shall be presented on the demand of the person authorised to demand the tolls.

2. (*1*) No passes shall be required in the case of—

(*a*) officers and soldiers of—

(*i*) His Majesty's Regular Forces,
(*ii*) any local corps, or
(*iii*) Imperial Service Troops,
in uniform when on duty or on the march;

(*b*) members of a corps of Volunteers in uniform when on duty or when proceeding to or returning from duty;

(*c*) officers and soldiers of the Indian Reserve Forces in uniform when proceeding from their place of residence on being called out for training or service or when proceeding back to their place of residence after such training or service;

(*d*) grass-cutters and other authorised followers of—

(*i*) His Majesty's Regular Forces,
(*ii*) any local corps,
(*iii*) Imperial Service Troops, or
(*iv*) any corps of Volunteers,
when they accompany any body of such Forces, Troops or Volunteers or any members of such corps on the march;

(*e*) members of the families of officers, soldiers, or authorised followers of—

(*i*) His Majesty's Regular Forces, or
(*ii*) any local corps,
when accompanying any body of troops, on duty or on the march;

(*f*) prisoners under military escort in uniform;

(*g*) the horses and baggage, and the persons (if any) employed in carrying the baggage, of any persons specified in any of the

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE INDIAN TOLLS (ARMY) ACT, 1901 (II OF 1901).

Passes as to exemption from tolls—*contd.*

foregoing clauses, when such horses, baggage or persons accompany the persons so specified under the circumstances mentioned in those clauses, respectively;

(*h*) carriages and horses belonging to His Majesty or employed in His Majesty's military service and all persons in charge of or accompanying the same, when conveying any such persons as hereinbefore in this rule mentioned, or when conveying baggage or stores;

(*i*) animals accompanying any body of troops which are intended to be slaughtered for food or kept for any purpose connected with the provisioning of such troops, or

(*j*) persons in charge of any carriage, horse or animal exempted under any of the foregoing clauses when accompanying the same under the circumstances mentioned in those clauses respectively.

(*2*) No passes shall be required in the case of officers of His Majesty's Regular Forces or of any local corps or of any Imperial Service Troops, when travelling on duty though not in uniform:

Provided that the officer so travelling shall furnish in writing to the person authorised to demand toll his name, rank and the nature of the duty on which he is engaged.

3. (*1*) Save as hereinafter provided in sub-rule (*2*) every pass shall be signed by the Commanding Officer of the regiment, corps, or detachment concerned, or by a station staff officer.

(*2*) In the case of members of a corps of Volunteers, or of officers and soldiers of the Indian Reserve Forces, every pass shall be signed, in a Presidency-town, by the Commissioner of Police, and, elsewhere, by the District Magistrate, or by such officer as the District Magistrate may authorise in this behalf.

FORM OF PASS.

[*Issued under the Indian Tolls (Army) Act, 1901 (II of 1901).*]

This pass is issued subject to the rules on the reverse in respect of the persons and property specified in the annexed schedule, and exempt from the payment of tolls on the occasion of—

Embarking or being shipped at————————————

Disembarking or being landed at————————————

Proceeding from   to

It will remain in force from————up to the————190 .

Schedule.

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE INDIAN TOLLS (ARMY) ACT, 1901 (II OF 1901).

Passes as to exemption from tolls—*concld.*

Schedule.

	Number.	Name of Corps.	Remarks.
PART I.			
Persons.			
Officers			
Soldiers			
Members of Volunteer Corps			
Grass-cutters employed in service of troops or volunteers.			
Authorised followers of troops or volunteers .			
Members of families of officers, soldiers or authorised followers.			
Persons in charge of horses, carriages, slaughter animals and baggage.			
Prisoners			
PART II.			
Property.			
Horses as defined in the Act*			
Carriages			
Slaughter animals			
Baggage			

* "Horse" includes a mule and any beast of whatever description which is used for burden or draught or for carrying persons. Section 2, clause (c).

(Sd.)

Place————————
Date————————

Commanding Officer of
Station Staff Officer at
District Magistrate at
Officer authorised by Dist. Mgte. at
Commissioner of Police at

Endorsement.

[Here enter rules 1 to 3.]

[*See* Gazette of India, 1903, Pt. I, p. 968.]

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

INDIAN MINES ACT, 1901 (VIII OF 1901).

Rules for the whole of British India in respect of mica, manganese and limestone mines.

No. 6436—152, dated the 2nd September, 1911.—In exercise of the powers conferred by section 20 of the Indian Mines Act, 1901 (VIII of 1901), the Governor General in Council is pleased to make the following rules, for the whole of British India, in respect of mica, manganese, and limestone mines, other than mines which have been exempted from the operation of the Act under section 29 thereof:—

PART I.

MANAGEMENT.

Notice change name a address manage

1. When a change occurs in the name or address of the manager of a mine, notice of the change shall be sent within one month, by the owner, agent or manager, to the Chief Inspector of Mines in India and also to the Magistrate of the District.

Inspect Book.

2. For every mine a book, to be called the Inspection Book, shall be kept, in which Inspecting Officers shall record their observations. The owner, agent or manager shall also write or cause to be written at the commencement of the book—

(*a*) the name of the mine,

(*b*) the name and address of the owner of the mine and of the agent (if any),

(*c*) the name and address of the manager of the mine,

(*d*) the name of the competent person or persons appointed under Rule 3, and

(*e*) the system of signals provided in accordance with Rule 12.

Daily R Book.

3. The manager or some competent person or persons appointed, in writing, by the owner, agent or manager for the purpose shall, at least once in every 24 hours, inspect every part of a mine in or through which any person has to work or pass, and, if more than 20 persons are employed in the mine simultaneously, shall without delay write or cause to be written a report of such inspection in a book, to be called the Daily Report Book. Every such report shall be signed by the person making the inspection.

Procedu be follo when a person required report i unable t write.

4. Where any person required by these rules, or by any special rule made under section 21 of the Indian Mines Act, 1901, to make any report is unable to write, he shall be present when his report is written for him, and shall have it read over to him, and shall attach his thumb-mark to it. The person writing the report shall also sign his name at the end, together with a statement that it has been read over to the person for whom it was written.

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

Indian Mines Act, 1901 (VIII of 1901).

Rules for the whole of British India in respect of mica, manganese and limestone mines—*contd.*

Books and rules to be kept in a convenient place.

5. All books which are required to be kept under these rules, together with a copy of the Indian Mines Act and of all rules applicable to the mine, shall be kept at an office or other building as near as conveniently may be to, and used in connection with the working of the mine, and shall be produced on the request of an Inspector of Mines, a Magistrate, or any person authorised in that behalf by the Local Government.

PART II.

Shafts and Outlets.

Shafts and outlets.

6. (*a*) At every mine, other than an open quarry, where more than 20 persons are employed below ground, or where in the opinion of the Local Government it is necessary, there shall be at least two shafts or outlets, not nearer to one another than twenty feet, affording separate means of ingress and egress available to all the persons employed in the mine.

(*b*) Proper arrangements shall be made for persons to descend to and ascend from the mine at each of such shafts or outlets. If apparatus is necessary, it shall be kept on the works belonging to the mine and shall be constantly available for use.

(*c*) The foregoing provisions of this rule with respect to shafts and outlets shall not apply—

(*i*) while a shaft is being sunk or an outlet being made;

(*ii*) to any working for the purpose of making a communication between two or more shafts or outlets.

(*d*) In cases where there are special difficulties which make compliance with the foregoing provisions of this rule not reasonably practicable, the mine may be exempted therefrom by the Local Government, subject to such conditions as it may think fit to impose.

PART III.

Ventilation.

Ventilation in shafts, tunnels and working places.

7. An adequate amount of ventilation shall be constantly produced in every mine, to such an extent that the shafts, tunnels and working places of the mine, and the travelling roads leading thereto, shall be in a fit state for working and passing therein.

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

INDIAN MINES ACT, 1901 (VIII OF 1901).

Rules for the whole of British India in respect of mica, manganese and limestone mines —*contd.*

PART IV.

EXPLOSIVES AND SHOT-FIRING.

8. No explosive substance shall be stored in the mine. *Storage of explosives in mines prohibited.*

9. No explosive substance shall be taken into the mine except in secured cases or boxes, containing not more than 5 lbs. each, and a person shall not have in use, or keep for use, at one time in any one place within the mine, more than one of such cases or boxes. The place in the mine at which any such case or box is in use or is kept for use, unless solid ground directly intervenes, shall not be less than thirty feet from a place at which any other such case or box is in use or kept for use: *Secured cases or boxes for taking explosives in mine.*

Provided that an Inspector of Mines may, in special cases and by order in writing, permit, subject to such limitations as he may prescribe, the use at one time in one place of more than one of such cases or boxes.

10. No detonator shall be carried or kept in the same case or box with any other explosive material. *Detonators*

11. No person shall use any iron or steel implement in the process of charging or stemming for blasting. *Iron or steel implements.*

12. Blasting shall not be commenced until such warning as will prevent danger to the persons working in the mine and its vicinity has been given, by an efficient system of signals or by other means arranged by the manager. Notice shall similarly be given as soon as blasting is finished. *Warning to be given before and after blasting.*

13. If a shot has, or appears to have, missed fire, no person shall approach the place until at least one hour has elapsed, unless the attempt to fire the shot has been made by electrical means, when this interval may be reduced to fifteen minutes after the battery has been disconnected. *Misfires.*

14. After a hole has been charged and made ready for firing, no person shall remove or attempt to remove anything therefrom. *Removal of things from holes which have been charged.*

15. A new shot-hole shall not be commenced in any portion of a shot-hole left by a previous shot. *New shot-holes.*

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

INDIAN MINES ACT, 1901 (VIII OF 1901).

Rules for the whole of British India in respect of mica, manganese and limestone mines. —*contd.*

16. If a shot has missed fire, no new hole shall be commenced within twelve inches from the hole in which the misfire occurred, and care shall be taken to drill the hole in such a direction that there is no danger of touching the unexploded charge.

The new hole shall be bored in the presence of the namager or of the person who exercises daily personal supervision over the mine or that section thereof, and also, if possible, of the man who bored the hole in which the misfire occurred. Such manager or person exercising daily personal supervision shall also be present during any operations undertaken for the removal of rock within six feet of the unexploded charge.

PART V.

SAFETY OF PERSONS EMPLOYED.

Roofs and sides of travelling roads and working places.

17. The roofs and sides of all travelling roads and working places shall be made and kept secure.

Overburden, loose ground and material.

18. In open workings the overburden and all loose ground and material shall be removed sufficiently far from the edge, or otherwise made secure, in order to prevent danger to persons employed in the mine.

Sides of open workings.

19. The sides of open workings shall be sloped, stepped or secured, in such a manner as to prevent danger from falls of material.

Steps in open workings.

20. When an open working is worked in steps, the steps shall be of sufficient breadth in comparison with their height to secure safety.

Fencing of exposed and dangerous parts of machinery.

21. Every flywheel and all exposed and dangerous parts of the machinery used in or about a mine shall be kept securely fenced.

Steam boilers.

22. Where no enactment for the regulation and inspection of steam boilers and prime movers is for the time being in force, every steam boiler, whether separate or one of a range, shall have attached to it a proper safety valve, and also a proper steam gauge and water gauge, to show respectively the pressure of steam and the height of water in each boiler.

PART VI.

MISCELLANEOUS.

Fencing of dangerous

23. Any place in or about an excavation which is dangerous shall be, and shall be kept, securely fenced. Should any doubt arise as to

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

INDIAN MINES ACT, 1901 (VIII OF 1901).

Rules for the whole of British India in respect of mica, manganese and limestone mines —concld.

whether a place is dangerous or not, the opinion of an Inspector of Mines, or of the District Magistrate within whose jurisdiction the excavation is situated, shall be conclusive on the point. *place in an excavation.*

24. Where an excavation extends within fifty feet of a public road or dwelling house, substantial fencing shall be erected and maintained around the excavation adjacent to the road or dwelling. *Fencing of excavation, near public road or dwelling house.*

25. Where a place is likely to contain a dangerous accumulation of water, the working approaching that place shall not, at any point within thirty feet thereof, exceed six feet in width or height, and there shall be constantly kept at a sufficient distance, not being less than five feet in advance, at least one borehole near the centre of the working, and sufficient boreholes on each side, and, where necessary, above or below. *Accumulation of water.*

26. A sufficient supply of good drinking water shall be provided or kept in or near the mine, so as to be easily accessible to all persons employed in or about the mine, and care shall be taken to secure that the supply remains free from contamination. *Drinking water.*

[*See* Gazette of India, 1911, Pt I, p. 730.]

Coal Mines.

No. 864—68-20, dated the 10th March, 1904.—In exercise of the powers conferred by section 20 of the Indian Mines Act, 1901 (VIII of 1901), the Governor General in Council is pleased to make the following rules for application to all coal mines in British India:—

I.—SINGLE SHAFTS AND OUTLETS.

Rule 1.—(*a*) The owner, agent or manager of a mine shall not employ any person in the mine, or permit any person to be in the mine for the purpose of employment therein, unless there are at least two shafts or outlets with which every seam for the time being at work shall have a communication, so that such shafts or outlets shall afford separate means of ingress and egress available to the persons employed in every such seam.

(*b*) Proper arrangements shall be made for the persons to descend to and ascend from the mine at each of such shafts or outlets. If apparatus is necessary it shall be kept on the works belonging to the mine, and shall be constantly available for use.

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE INDIAN MINES ACT, 1901 (VIII OF 1901).

Coal Mines—*contd.*

(*c*) Such shafts or outlets shall not at any point be nearer to one another than 45 feet, and each shall be connected with the other by means of a communication not less than 4 feet high and 4 feet wide.

(*d*) The foregoing provisions of this rule with respect to shafts and outlets shall not apply—

(*i*) while a shaft is being sunk or an outlet being made;

(*ii*) to any working for the purpose of making a communication between two or more shafts or outlets;

(*iii*) to any working for the sole purpose of searching for or proving mineral; so long as not more than 40 persons are employed below ground at any one time in the whole of the different seams in connection with a single shaft or outlet.

(*e*) In cases where there are special difficulties which make compliance with the foregoing provisions of this rule not reasonably practicable, the mine may be exempted therefrom by the Local Government, subject to such conditions as it may think fit to impose.

(*f*) So much of this rule as requires two shafts or outlets to be separated by a distance of not less than 45 feet shall not apply to any shafts sunk or commenced to be sunk before this rule comes into force.

II.—RAISING AND LOWERING PERSONS.

Rule 2.—In every mine which is usually entered by means of machinery, the following provisions shall have effect, namely:—

(*a*) A single linked chain shall not be used for lowering or raising persons in any working shaft or plane except for the short coupling chain attached to a cage, skip, bucket or tub.

(*b*) There shall be attached to every machine worked by steam or mechanical power, and used for lowering or raising persons, an adequate brake or brakes, and a proper indicator (in addition to any mark on the rope) showing, to the person who works the machine, the position of the cage, skip, bucket or tub in the shaft; and if the drum is not on the crank shaft, there shall be an adequate brake on the drum shaft.

Provided that in the case of a shaft not exceeding 100 feet in dept or of a shaft in course of sinking so much of this rule as requires an indicator shall not apply.

(*c*) Every apparatus on or in which persons ride in every working shaft shall be provided with a sufficient cover overhead

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE INDIAN MINES ACT, 1901 (VIII OF 1901).

Coal Mines—*contd.*

except in a shaft not exceeding 150 feet in depth where buckets are used for winding or in a shaft in course of sinking, or where persons are employed at work in a shaft.

(*d*) Every working shaft used for the purpose of drawing mineral, or for lowering or raising persons, shall, if exceeding 150 feet in depth, be provided with proper means of communicating distinct and definite signals from the bottom of the shaft, and from every entrance for the time being in use between the surface and the bottom of the shaft, to the surface, and except in the case of a shaft in course of sinking from the surface to the bottom of the shaft and to every entrance for the time being in use between the surface and the bottom of the shaft.

(*e*) Every working shaft (except a shaft in course of sinking) used for lowering or raising persons shall, if exceeding 100 feet in depth, be provided with guides.

(*f*) There shall be on the drum of every machine used for lowering or raising persons such flanges or horns or other appliances as may be sufficient to prevent the rope from slipping. The rope shall be securely fastened to the drum, and there shall be at least two turns of the rope on the drum when the cage, skip, bucket or tub is at the bottom of the shaft. After any stoppage of winding for more than two hours the cage, skip, bucket or tub shall, before any person is allowed to ride therein, be run a complete trip up and down the working portion of the shaft at least once, to ensure that everything is in good working order.

(*g*) A competent person or persons appointed by the owner, agent or manager for the purpose shall once at least in every 24 hours examine the state of the external parts of the machinery and of the head-gear, ropes, chains and other similar appliances of the mine which are in actual use both above ground and below ground, and shall once at least in every week examine the state of the shafts by which persons ascend or descend and the state of the guides and the conductors in the shafts, and shall without delay write or cause to be written a true report of the result of such examination; and every such report shall be recorded in a paged book to be kept at the mine for the purpose, and shall be signed and dated by the person who made the examination.

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE INDIAN MINES ACT, 1901 (VIII OF 1901).

Coal Mines—*contd.*

III.—ROADS AND WORKING PLACES.

Rule 3.—The roofs and sides of all travelling roads and working places shall be made and kept secure.

Rule 4.—(*a*) Every part of a mine in or through which any person has to work or pass, shall be inspected at least once during every twenty-four hours by a competent person or persons appointed by the owner, agent or manager for the purpose of ascertaining the condition thereof so far as the presence of gas, ventilation, roof, sides, and general safety are concerned:

Provided that when a mine has been unworked for more than twenty-four hours, the inspection shall be made within two hours before any workman is allowed to pass a station or stations appointed by the manager at the entrance to the mine or different parts of the mine as the case may require.

(*b*) Every person who makes such inspection shall without delay write or cause to be written a true report of the result of such inspection either during or at the close of such twenty-four hours, and every such report shall be recorded in a paged book to be kept at the mine for the purpose, and shall be signed and dated by the person who made the inspection.

Rule 5.—If at any time it is found by the person for the time being in charge of a mine or any part thereof that by reason of inflammable gases prevailing in the mine or part, or of any cause whatever, the mine or part is dangerous, every workman shall be withdrawn from the mine or part, and a competent person appointed for the purpose shall inspect the mine or part, and, if the danger arises from inflammable gas, shall do so with a locked safety-lamp, and in every case shall make a true report of the condition of the mine or part; and no workman shall, except in so far as is necessary for enquiring into the cause of danger, or for the removal thereof, or for exploration, be re-admitted into the mine or part, until the same is stated by the person appointed as aforesaid not to be dangerous. Every such report shall be recorded without delay in a paged book which shall be kept at the mine for the purpose, and shall be dated and signed by the person who made the inspection.

Rule 6.—Where a place is likely to contain a dangerous accumulation of water the working approaching that place shall not at any point within 100 feet thereof exceed 8 feet in width or height, and there shall be constantly kept at a sufficient distance not being less than 10 feet in advance at least one borehole near the centre of the working and sufficient boreholes on each side and, where necessary, above or below.

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE INDIAN MINES ACT, 1901 (VIII OF 1901).

Coal Mines—*contd.*

Rule 7.—Every entrance to any place which is not in actual use or course of working and extension shall be properly fenced across the whole width of the entrance, so as to prevent persons inadvertently entering the same.

Rule 8.—Every underground plane on which persons travel and which is self-acting or worked by an engine shall be provided (if exceeding 100 feet in length) with some proper means of communicating distinct and definite signals between the stopping places and the ends of the plane, and shall be provided in every case with sufficient manholes for places of refuge occurring at intervals of not more than 60 feet, and being not less than 4 feet in height, 2 feet 3 inches in width and 2 feet in depth.

IV.—PLANS.

Rule 9.—The owner, agent or manager of every mine shall keep in the office at the mine an accurate plan of the workings of the mine on a scale not smaller than 200 feet to the inch showing the workings up to a date not more than six months previously. It shall also show the shaft openings and all those important surface marks within the boundaries, such as railways which lie within 600 feet of any part of the mine workings, also the general direction and rate of dip of the strata, together with a statement of the depth of each shaft and a section of the seam or seams being worked:

Provided that the owner, agent or manager of a mine worked in the open and not under cover shall be exempt from the necessity of keeping such plans unless required to do so by the Chief Inspector of Mines.

Rule 10.—The owner, agent or manager of every mine shall, at any time on the request of the Chief Inspector of Mines or of any Inspector of Mines, produce to him at the office at the mine such plan and section, and also on the like request mark on such plan and section the then state of the workings of the mine; and the Chief Inspector or Inspector shall be entitled to examine the plan and the section, and for official purposes to make or have a copy made of any part thereof respectively.

Rule 11.—If the owner, agent or manager of a mine fails to keep or wilfully refuses to produce or allow to be examined the plan and section aforesaid, or wilfully withholds any portion thereof or wilfully refuses on request to mark thereon the state of the workings of the mine, or conceals any part of these workings, or produces any imperfect or inaccurate plan or section, he shall (unless he shows that he was ignorant of the concealment, imperfection or inaccuracy) be guilty of an offence against these rules.

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE INDIAN MINES ACT, 1901 (VIII OF 1901).

Coal Mines—*contd.*

Rule 12.—When a mine or seam is abandoned or the working thereof has been discontinued for more than a year, the owner of the mine or seam shall within three months after the abandonment or within fifteen months after the discontinuance of working send to the Chief Inspector of Mines the plan and sections which have been made for the mine or seam in compliance with these rules and showing the nearest surface boundaries in relation to the underground workings or a true and accurate copy of the same; but no person except an Inspector of Mines shall be entitled without the consent of the owner of the mine or seam to see the plan when so sent until after the expiration of twelve years from the time of the abandonment.

V.—EXPLOSIVES.

Rule 13.—No explosive substance shall be used below ground in a mine except under the following conditions, namely:—

(*a*) It shall not be stored in the mine.

(*b*) It shall not be taken into the mine except in secure cases or canisters containing not more than five pounds each, and a workman shall not have in use or keep for use at one time in any one place more than one of such cases or canisters:

Provided that the Chief Inspector may, in special case and by order in writing, permit, subject to such limitations as he may prescribe, the use at one time, in one place, of more than one of such cases or canisters.

(*c*) In the process of charging or stemming for blasting, no person shall use or have in his possession any iron or steel pricker, scraper, tamping-rod, or stemmer, and only clay or other non-inflammable substances shall be used for tamping or stemming.

(*d*) When a hole has been charged the explosive shall not be unrammed, and no hole shall be bored at a distance of less than 12 inches from any hole where a charge has missed fire.

(*e*) No detonator shall be carried or kept in the same case or canister with any other explosive material or inserted into the priming cartridge until immediately before it is used.

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE INDIAN MINES ACT, 1901 (VIII OF 1901).

Coal Mines—*contd.*

(*f*) No explosive shall be forcibly pressed into a hole of insufficient size.

(*g*) In any place which is dry and dusty or in which the use of a locked safety-lamp is for the time being required by or in pursuance of these rules no shot shall be fired except by and under the direction of a competent person appointed by the manager of the mine.

V.—VENTILATION AND LIGHTING.

Rule 14.—An adequate amount of ventilation shall be constantly produced in every mine to dilute and render harmless smoke and noxious gases to such an extent that the working places of the shafts, levels and workings of the mine, and the travelling roads to and from these working places, shall be in a fit state for working and passing therein.

Rule 15.—No lamp or light other than a locked safety-lamp shall be allowed or used—

(*a*) in any place in a mine in which there is or is likely to be any such quantity of inflammable gas as to render the use of naked lights dangerous; or

(*b*) in any working approaching near a place in which there is likely to be an accumulation of inflammable gas;

and when it is necessary to work the coal in any part of a ventilating district with safety-lamps, it shall not be allowable to work the coal with naked lights in another part of the same ventilating district situated between the place where such lamps are being used and the return airway.

Explanation.—For the purposes of this rule, the expression "ventilating district" means such part of a seam as has an independent intake commencing from a main intake air course, and an independent return airway terminating at a main return air course.

Rule 16.—Whenever safety-lamps are used they shall be so constructed that they may be carried with safety against the air current ordinarily prevailing in the mine.

Rule 17.—In any mine or part of a mine in which the use of safety-lamps is for the time being required by or in pursuance of these rules, the following provisions shall have effect, namely:—

(*a*) A competent person shall be appointed by the manager to clean, trim, examine and securely lock all such lamps before they are taken into the workings for use, and such

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE INDIAN MINES ACT, 1901 (VIII OF 1901).

Coal Mines—*contd.*

lamps shall not be used until they have been so examined and found to be in safe working order and securely locked.

(*b*) No safety-lamp shall be unlocked except at the appointed lamp station or for the purpose of firing a shot.

(*c*) No person, unless he has been authorised in writing by the manager either for the purpose of examining safety-lamps or for the purpose of firing shots, shall have in his possession any contrivance for opening the lock of a safety-lamp.

Explanation.—For the purpose of this rule the term "manager" includes an under manager and any person for the time being carrying on the duties of the manager.

(*d*) No person shall have in his possession any unlocked safety-lamp, naked light, match, smoking apparatus or apparatus of any kind for striking a light, except within a completely closed chamber attached to the fuse of the shot.

Rule 18.—Where the use of safety-lamps is for the time being required by or in pursuance of these rules, the position of the lamp stations for lighting or re-lighting the lamps shall not be in the return air.

VII.—MISCELLANEOUS.

Rule 19.—Every side entrance to a mine from the surface and the top, and all entrances between the top and the bottom including the sump (if any) of every working, ventilating, or pumping shaft shall be properly fenced: but this shall not be taken to forbid the temporary removal of the fence for the purpose of repairs or other operations if proper precautions are used. Shafts temporarily or permanently out of use shall be properly fenced.

Rule 20.—Every fly-wheel and all exposed and dangerous parts of the machinery used in or about a mine shall be kept securely fenced.

Rule 21.—Where no enactment for the regulation and inspection of steam-boilers and prime-movers is for the time being in force, every steam-boiler, whether separate or one of range, shall have attached to it a proper safety valve, and also a proper steam gauge and water gauge to show respectively the pressure of steam and the height of water in each boiler.

Rule 22.—Ambulances or stretchers with splints and bandages shall be kept ready at hand in a convenient place and in good and serviceable order at every mine.

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE INDIAN MINES ACT, 1901 (VIII OF 1901).

Coal Mines—*contd.*

Rule 23.—Copies of all rules made under the Indian Mines Act, 1901, shall be kept at every mine, and shall be produced at any time on the request of an Inspector of Mines.

Rule 24.—Where the natural strata are not safe, every working or pumping shaft shall be securely cased, lined or otherwise made secure.

Rule 25.—If in any mine the winding apparatus is not provided with some automatic contrivance to prevent over-winding, then the cage, skip, bucket or tub shall not, when persons are being raised in it, be wound up at a speed exceeding three miles an hour after it has reached a point in the shaft to be fixed by the special rules made for the mine under section 21 of the Indian Mines Act, 1901.

Rule 26.—Where any person required by these rules or by any special rule made under section 21 of the Indian Mines Act, 1901, to make any report is unable to write, he shall be present when his report is written for him, and shall have it read over to him and shall attach his thumb mark to it. The person writing the report shall also sign his name at the end, together with a statement that it has been read over to the person for whom it was written.

[1]VIII.—RULES REGARDING CERTIFICATES, THE CONDITIONS ON WHICH THEY ARE GRANTED, AND THE QUALIFICATIONS WHICH THE MANAGERS OF THE VARIOUS CLASSES OF MINES MUST POSSESS.

Rule 27.—For the purposes of rules 28 to 54, every system of underground workings inter-connected in such a manner that communication is practicable from any one part of the system to any other part by means of underground channels shall be deemed to constitute a mine. If access from one system of underground workings to another such system is not practicable without coming to the surface of the ground, each system shall be deemed to constitute a separate mine.

Rule 28.—There shall be constituted a Board of Examiners for the purposes of these rules, which shall consist of the Chief Inspector of Mines for the time being, and of two other persons possessing technical qualifications fitting them to serve on the Board. One of these persons shall be the owner or manager of a mine, the other shall be a mining engineer. They shall be appointed by the Governor General in Council for a term of three years:

Provided that on the expiry of any term for which he has been appointed, any such person shall be eligible for re-appointment. Each

[1] Added by Notification No 2968—82, dated 21st April, 1906, *see* Gazette of India, 1906, Pt. I, p 238.

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

The Indian Mines Act, 1901 (VIII of 1901).

Coal Mines—*contd.*

such person shall receive such remuneration as the Governor General in Council may fix. The Chief Inspector of Mines shall be *ex-officio* president of the Board.

Rule 29.—Certificates under these rules shall be granted by the Board of Examiners, and their decision regarding the grant of such certificates shall be final. Certificates granted by the Board shall hold good throughout British India, and shall be of two kinds, namely, certificates of competency and certificates of service, and of two classes of each kind, namely, first and second class.

Rule 30.—Certificates of competency shall be granted to candidates after such examination as the Board of Examiners may from time to time prescribe. The examinations shall be held at such times, and at such centres, as may from time to time be fixed by the Board, and shall be conducted by local examiners, who shall be appointed by the Board. The local examiners as appointed shall be subject to the orders of the Board in respect of all matters relative to the conduct of the examinations, and they shall receive such remuneration as the Board with the sanction of the Governor General in Council may fix. The Board may from time to time make regulations as to the conduct of such examinations; and they shall, so far as this is practicable, take steps that the standard of knowledge which a candidate must attain before he obtains a certificate of competency of any particular class shall be uniform throughout British India.

[1][Every regulation made by the Board under this rule shall be published in the local official Gazette, and except as regards examinations held before the end of January, 1907, no such regulations shall take effect until six months from the date on which it was first so published.]

Rule 31.—Full information regarding the date and place of each examination shall be published, under the orders of the Board of Examiners, in each issue of the local official Gazette, and in such other publications as the Board may consider desirable, for a period of not less than three months prior to the date fixed therefor.

Rule 32.—No person shall be admitted as a candidate at any examination for a first class certificate of competency, unless he has attained the age of 23 years, and has satisfied the Board of Examiners that he has had practical experience in a coal mine for a period of not less than five years:

[2][Provided that this period shall be reduced to four years, and may, if the Board of Examiners think fit, be further reduced to three years,

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[1] Substituted by Notification No. 894—82, dated the 26th January 1907, see Gazette of India, 1907, Pt. I, p. 64.

[2] Substituted by Notification No. 9709—131, dated the 23rd October, 1908, see Gazette of India, 1908, Pt. I, p. 972.

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE INDIAN MINES ACT, 1901 (VIII OF 1901).

Coal Mines—*contd.*

in the case of a candidate who has received a diploma in scientific and mining training after a course of study of at least two years at an educational institution approved in this behalf by the Governor General in Council, or who has taken a degree in scientific and mining subjects at a University approved in this behalf by the Governor General in Council.]

Rule 33.—No person shall be admitted as a candidate at any examination for a second class certificate of competency, unless he has attained the age of 21 years, and has satisfied the Board of Examiners that he has had practical experience in a coal mine for a period of not less than three years:

[1][Provided that this period shall be reduced to two years, and may, if the Board of Examiners think fit, be further reduced to one year, in the case of a candidate who has received a diploma in scientific and mining training after a course of study of at least two years at an educational institution approved in this behalf by the Governor General in Council, or who has taken a degree in scientific and mining subjects at a University approved in this behalf by the Governor General in Council.]

Rule 34.—A fee of Rs. 15 shall be paid by every candidate attending an examination for a first class certificate of competency, and a fee of Rs. 8 shall be paid by every candidate attending an examination for a second class certificate of competency.

These fees shall be paid, not less than one month prior to the date of the examination, to the Chief Inspector of Mines at his office.[2]

Rule 35.—The Board of Examiners may grant without examination to any person holding a first or second class certificate granted under any Act for the regulation of Mines for the time being in force in the United Kingdom, or in any British Colony, a certificate of a similar class under these rules. They may also grant to any person holding a certificate of proficiency in mining, if approved by them, a certificate under these rules, of the first or second class, if they are satisfied that the applicant possesses sufficient knowledge and experience to warrant them in doing so:

Provided that the applicant has in every such case adduced proof to the satisfaction of the Board of his identity and good character.

A fee of Rs. 5 shall be charged in respect of all applications for certificates to be issued under this rule. The fee shall be paid to the Chief Inspector of Mines, and the application for the grant of a certificate

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[1] Substituted by Notification No. 9709—131, dated the 23rd October, 1908, *see* Gazette of India, 1908, Pt. I, p. 972.

[2] NOTE.—The fees may be remitted by Money Order or paid in any other manner.

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

The Indian Mines Act, 1901 (VIII of 1901).

Coal Mines—*contd.*

shall not be considered by the Board until the Chief Inspector of Mines certifies that the fee chargeable has been paid.

Rule 36.—A first class certificate of service may be granted by the Board of Examiners to any person who satisfies them that he has acted for at least five years prior to the date fixed in rule 48 as the manager of a coal mine in India, in which, during the time he has so acted as manager, more than 150 persons have on an average been employed below ground simultaneously, or the average output of which has exceeded 1,800 tons of coal a month:

Provided that the said period of five years may be reduced to three, at the discretion of the Board of Examiners in the case of any such certificate which may be applied for before the 21st day of April, 1908.

Rule 37.—A second class certificate of service may be granted by the Board of Examiners to any person who satisfies them that he has acted for at least three years prior to the date fixed in rule 48 below, as the manager of a coal mine in India in which, during the time he has so acted as manager, more than 50 persons were on an average employed underground simultaneously, or the average output of which exceeded 600 tons of coal a month.

Rule 38.—Notwithstanding anything in rule 36 or 37, a certificate of service of either class may be granted by the Board of Examiners at their sole discretion to any person who is, in their opinion, possessed of sufficient knowledge and experience to warrant them in granting such a certificate.

Rule 39.—All applications for certificates of service shall be addressed to the Chief Inspector of Mines, and shall state the name, age, place of birth, and place of employment of the applicant. The length and character of the mining experience possessed by the applicant shall also be detailed, and this statement shall be supported by the production of such documents as the applicant may be in a position to furnish.

Rule 40.—A fee of Rs. 5 shall be paid in respect of each application for a certificate of service, of either class. This fee shall be paid to the Chief Inspector of Mines at his office.[1]

Rule 41.—Permits authorising particular persons to hold charge as managers of mines of the class described in rule 47 may be granted by the Chief Inspector of Mines, at his sole discretion. Such permits shall be signed by the Chief Inspector of Mines, and shall remain in force

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[1] Note.—The fees may be remitted by Money Order or paid in any other manner.

THE INDIAN MINES ACT, 1901 (VIII OF 1901).

Coal Mines—*contd.*

for such period, not exceeding one year, as he may specify therein. A permit may be cancelled at any time by the Chief Inspector of Mines without assigning any reason for his action, and such order shall be final. The Chief Inspector of Mines may renew any permit for a further period not exceeding one year after the expiry of the period for which the permit was originally granted.

Rule 42.—A register, showing the names and addresses of all holders of certificates or permits issued under these rules shall be maintained in the office of the Chief Inspector of Mines.

Rule 43.—If any person proves to the satisfaction of the Board of Examiners that he has, without any fault on his part, lost or been deprived of a certificate granted to him under these rules, otherwise than in accordance with any order made under rule 44, the Board of Examiners may, upon such terms and conditions as they may determine, cause a copy of the certificate to which the applicant appears by the register to be entitled to be delivered to him. The word "duplicate" shall be stamped across every such copy, and a fee of Rs. 2, which shall be payable in advance, to the Chief Inspector of Mines at his office shall be charged for it.

Rule 44.—If at any time a representation is made by the Chief Inspector of Mines to the Local Government that the holder of a certificate granted under these rules has been guilty of misconduct or incompetency in the discharge of his duties, or has been convicted of an offence under the Indian Mines Act, 1901, or the rules made under that Act, punishable with fine which may extend to Rs. 500, or with imprisonment which may extend to three months, the Local Government may cause an inquiry to be made into the matter; and with respect to such inquiry the following provisions shall have effect, namely:—

(a) The inquiry shall be public, and shall be held at such place as the Local Government may appoint, and by such person or uneven number of persons as it may direct (hereinafter referred to as 'the Court'), either alone or with the assistance of any assessor or assessors named by the Local Government. Such assessors shall be practical mining engineers or persons with a knowledge of the practical working of mines. The functions of the assessors shall be purely advisory, and they shall not be regarded as members of the Court.

(b) The Local Government shall, before the commencement of the inquiry, furnish the person whose conduct is under inquiry

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE INDIAN MINES ACT, 1901 (VIII OF 1901).

Coal Mines—*contd.*

with a copy of the representation on which the inquiry is instituted.

(*c*) The Local Government may appoint any person to undertake the management of the case.

(*d*) The person whose conduct is under inquiry may attend the inquiry, and may either conduct his case personally, or be represented by any other person approved by the Court.

(*e*) If a majority of the persons constituting the Court thinks fit, the person whose conduct is under inquiry may be required to deliver up his certificate at any time before or during the inquiry, and such person shall be bound to comply with such requisition, unless he shows sufficient cause to the contrary.

(*f*) The Court shall, on the conclusion of the inquiry, send to the Local Government a report containing a full statement of the case, together with its opinion thereon, and such account of or extracts from the evidence as it may think fit; and, if it considers that the certificate in question should be cancelled or suspended, it shall add a recommendation to that effect. In the event of the members of the Court disagreeing in their opinion or recommendations, the dissentient or dissentients from the opinion of the majority may forward a separate report to the Local Government with a statement of their recommendations.

(*g*) After considering the report or reports and recommendation or recommendations (if any) submitted under clause (*f*), the Local Government may cancel or suspend the certificate, and, if it does so, the fact of such cancellation or suspension shall, if the certificate is produced, be endorsed upon it, and, if it is not produced, or if at any time a duplicate has been granted under rule 43, be notified in the Gazette of India and in the local official Gazette.

Rule 45.—Save as provided in rules 49 and 50, no person shall act as manager of a mine in which more than 150 persons are on an average employed underground simultaneously, or the average output of which exceeds 1,800 tons a month, unless he holds a first class certificate granted under these rules.

Rule 46.—Save as provided in rules 49 and 50, no person shall act as manager of a mine in which more than 50 or less than 150 persons are on an average employed underground simultaneously, or the average

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE INDIAN MINES ACT, 1901 (VIII OF 1901).

Coal Mines—*contd.*

output of which exceeds 600 tons and does not exceed 1,800 tons a month, unless he holds a first or second class certificate granted under these rules.

Rule 47.—Save as provided in rules 49 and 50, no person shall act as the manager of a mine in which not more than 50 persons are on an average employed underground simultaneously, or the average output of which does not exceed 600 tons a month, unless he is the holder of a first or second class certificate, or of a permit, granted under these rules. If the Chief Inspector of Mines should by written order so require, no person shall act as the manager of such a mine unless he is the holder of a first or second class certificate granted under these rules.

Rule 48.—Rules 45 to 47 shall not come into force until the 21st October, 1906.

Rule 49.—Notwithstanding anything in rules 45 to 47, the Chief Inspector of Mines may authorise any person, whom he may consider competent, to act as manager of any mine for a specified period, whether that person does or does not hold any certificate or permit under these rules. The Chief Inspector of Mines may revoke such an authority at any time, without giving any reason for his action and at his sole discretion, and such order shall be final.

Rule 50.—Notwithstanding anything in the preceding rules, the owner, agent or manager of a mine may in emergent cases authorise any person whom he may consider competent to act as manager of the mine which he owns, or for which he is agent or manager:

Provided that no such authority shall extend for a period in excess of four weeks, and that the owner, agent or manager shall send to the Chief Inspector of Mines, with the least possible delay, a written notice intimating that such an appointment has been made, and stating the emergent nature of the circumstances. The Chief Inspector of Mines may revoke any authority so granted, and such order shall be final.

Rule 51.—Save as provided in rule 52 no person shall act as manager of more than one mine.

Rule 52.—Managers holding first or second class certificates may, at the discretion of the Chief Inspector of Mines, be allowed to manage more than one mine, if the Chief Inspector is of opinion that the mines supervised by them are near enough to one another to permit of effective supervision being exercised, and that an adequate subordinate supervising staff is maintained at such mines.

Rule 53.—(*a*) The owner, agent or manager of every mine shall supply the Chief Inspector of Mines, within one month from the date

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE INDIAN MINES ACT, 1901 (VIII OF 1901).

Coal Mines—*concld.*

on which these rules come into force, with the following information, namely:—

(1) the full name and address of each manager;

(2) the number and class of the certificates held by them;

(3) the name of the mines or particulars sufficient to identify the portions of the mines in the charge of each such manager.

(*b*) All changes in the addresses of such managers, and all new appointments, shall be reported within one month to the Chief Inspector of Mines. The information referred to in sub-clause (*a*) above shall also be supplied in writing by the owner, agent, or manager to the Chief Inspector of Mines in respect of all new appointments which may subsequently be made.

Rule 54.—Save as provided in rules 41, 49 and 50 an appeal may be referred to the Mining Board in respect of any order passed by the Chief Inspector of Mines in virtue of the powers conferred on him by these rules, and the order of the Mining Board thereon shall be final. If no Mining Board has been constituted in respect of the Province or Administration in which the appellant is employed, the appeal shall lie to the Local Government, and the order by the Local Government thereon shall be final.

[*See* Gazette of India, 1904, Pt. I, p. 199.]

No. 6690—143, dated the 24th September, 1910.—For the purposes of rules 32 and 33 of the rules framed under section 20 of the Indian Mines Act, 1901 (VIII of 1901), and published with Notification [1]No. 2968—82 (Geology and Minerals), dated the 21st April, 1906, as subsequently amended by Notification [1]No. 9709—131 (Geology and Minerals), dated the 23rd October, 1908, the Governor General in Council has approved of the Calcutta University in respect of its Degree of Bachelor of Engineering in the branch of Mining Engineering.

[*See* Gazette of India, 1910, Pt. I, p. 971.]

Mining Rules.

No. 11793—103, dated the 30th December, 1908.—In exercise of the powers conferred by section 20 of the Indian Mines Act, 1901 (VIII of

[1] *See* footnotes on pages 1513 and 1514, *supra.*

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE INDIAN MINES ACT, 1901 (VIII OF 1901).

Mining Rules—*contd.*

1901), the Governor General in Council is pleased to make the following rules for the whole of British India in respect of all mines:—

No. 302—95-5, dated 27th January, 1904.
No. 3952—36, dated 10th May, 1907.
No. 7861—36, dated 19th September, 1907.
No. 10014—100, dated 4th December, 1907.

The notifications noted on the margin are hereby cancelled.

1. Forms I, II, III and IV in the Schedule hereto annexed shall be [1]filled up in duplicate by the agent, or, if there is no agent, by the owner or manager of a mine, and one copy of each shall be forwarded to the Chief Inspector of Mines and the other to the District Magistrate not later than the 1st February[1] in each year. Ann retu

2. When a mine, seam or vein has been abandoned for more than one month, or the working thereof discontinued for more than two months, the owner of the mine, seam or vein shall within seven days after the expiry of such period send notice to the Chief Inspector of Mines, specifying the name and situation of the mine, the name of the owner, and the date and cause of abandonment or discontinuance. Noti aban men

3. When a mine, seam or vein is re-opened after abandonment or discontinuance, the owner shall send notice to the Chief Inspector of Mines within one month after the date of re-opening. Noti re-o

4. When a change occurs in the name of a mine, or of an owner or agent of a mine, notice of the change shall be sent by the owner, agent or manager to the Chief Inspector of Mines within one month after such change. Chac nam own mine

5. If the owner, agent or manager of any mine intends to extend any mining operations under his control at or to any point within fifty yards of any railway, subject to the provisions of the Indian Railways Act, 1890, he shall give the Chief Inspector of Mines and the Railway Administrations concerned notice in writing of his intention so to do sixty days before the commencement of such extension. Noti exte vicin railw

6. If the operations in respect of which notice is given under Rule 5 are not commenced within twelve months from the expiry of the period of sixty days therein referred to, the notice shall be held to have expired, and a fresh notice shall be given by the owner, agent or manager of the mine under Rule 5. Expi notic Rule

7. The notice to be given under Rule 5 shall specify the position of the working of the mine in relation to the railway in question, the manner in which it is proposed to carry out the intended new operations, the limits to which it is proposed to carry the said operations, and whether the operations are actually in progress, and shall include a Parti to be in no under

[1] Under section 22 (2) (b) of the Indian Mines Act, failure to forward correct returns to the Chief Inspector of Mines not later than 1st February in each year will render the agent, owner or manager liable on conviction to a penalty which may extend to Rs. 500.

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE INDIAN MINES ACT, 1901 (VIII OF 1901).

Coal Mines—*concld.*

on which these rules come into force, with the following information, namely:—

(1) the full name and address of each manager;

(2) the number and class of the certificates held by them;

(3) the name of the mines or particulars sufficient to identify the portions of the mines in the charge of each such manager.

(*b*) All changes in the addresses of such managers, and all new appointments, shall be reported within one month to the Chief Inspector of Mines. The information referred to in sub-clause (*a*) above shall also be supplied in writing by the owner, agent, or manager to the Chief Inspector of Mines in respect of all new appointments which may subsequently be made.

Rule 54.—Save as provided in rules 41, 49 and 50 an appeal may be referred to the Mining Board in respect of any order passed by the Chief Inspector of Mines in virtue of the powers conferred on him by these rules, and the order of the Mining Board thereon shall be final. If no Mining Board has been constituted in respect of the Province or Administration in which the appellant is employed, the appeal shall lie to the Local Government, and the order by the Local Government thereon shall be final.

[*See* Gazette of India, 1904, Pt. I, p. 199.]

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The notifications noted on the margin are hereby *cancelled*.

1. Forms I, II, III and IV in the Schedule hereto annexed shall be [1]filled up in duplicate by the agent, or, if there is no agent, by the owner or manager of a mine, and one copy of each shall be forwarded to the Chief Inspector of Mines and the other to the District Magistrate not later than the 1st February[1] in each year. *Annual returns*

2. When a mine, seam or vein has been abandoned for more than one month, or the working thereof discontinued for more than two months, the owner of the mine, seam or vein shall within seven days after the expiry of such period send notice to the Chief Inspector of Mines, specifying the name and situation of the mine, the name of the owner, and the date and cause of abandonment or discontinuance. *Notice of abandonment.*

3. When a mine, seam or vein is re-opened after abandonment or discontinuance, the owner shall send notice to the Chief Inspector of Mines within one month after the date of re-opening. *Notice of re-opening.*

4. When a change occurs in the name of a mine, or of an owner or agent of a mine, notice of the change shall be sent by the owner, agent or manager to the Chief Inspector of Mines within one month after such change. *Change of name of owner or of mine*

5. If the owner, agent or manager of any mine intends to extend any mining operations under his control at or to any point within fifty yards of any railway, subject to the provisions of the Indian Railways Act, 1890, he shall give the Chief Inspector of Mines and the Railway Administrations concerned notice in writing of his intention so to do sixty days before the commencement of such extension. *Notice of extension vicinity of railway.*

6. If the operations in respect of which notice is given under Rule 5 are not commenced within twelve months from the expiry of the period of sixty days therein referred to, the notice shall be held to have expired, and a fresh notice shall be given by the owner, agent or manager of the mine under Rule 5. *Expiry of notice Rule 5.*

7. The notice to be given under Rule 5 shall specify the position of the working of the mine in relation to the railway in question, the manner in which it is proposed to carry out the intended new operations, the limits to which it is proposed to carry the said operations, and whether the operations are actually in progress, and shall include a *Particulars to be g[iven] in notice under*

[1] Under section 22 (2) (b) of the Indian Mines Act, failure to forward correct returns to the Chief Inspector of Mines not later than 1st February in each year will render the agent, owner or manager liable on conviction to a penalty which may extend to Rs. 500.

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE INDIAN MINES ACT, 1901 (VIII OF 1901).

Mining Rules—*contd.*

plan showing the existing and the intended mining operations in so far as they affect the Railway in question.

Notice of accident

8. When an accident occurs in or about a mine causing loss of life or serious bodily injury, or when an accidental explosion occurs in a mine, the owner, agent or manager of the mine shall, within twenty-four hours of the occurrence of such accident, give notice of the accident to the Chief Inspector of Mines by despatching to the Magistrate of the district or to the Sub-Divisional Magistrate, for transmission to the Chief Inspector of Mines, a notice in Form V in the Schedule hereto annexed.

Explanation.—An injury is said to be serious which involves, or will in all probability involve, the loss of or permanent injury to any limb, or to the sight or hearing, or fracture of any limb, or enforced absence from work for twenty days or which is declared by any medical officer to be serious.

Notice of deaths from injuries.

9. When any person dies from the result of an injury already reported as serious under Rule 8, the owner, agent or manager of the mine shall send notice, within twenty-four hours of his being informed of the death, to the Chief Inspector of Mines through the Magistrate of the district or the Sub-Divisional Magistrate.

Appeals.

10. From every order passed by the Chief Inspector of Mines under section 6, clause (*d*), an appeal shall lie to the Mining Board, if a Mining Board has been constituted under section 9 of the said Act for the Province or part of the Province where the mine in respect of which the order was made is situate, and elsewhere to the Chief Controlling Revenue authority, as defined in section 2, clause (*8*), of the Indian Stamp Act, 1899 (II of 1899).

THE SCHEDULE.

FORM I.

Year ending on the 31st December, 19 .

1. Name of mine.
2. Date of opening.
3 Date of closing (if closed).
4. Means by which mineral is raised from the mines.
5. Situation of mine. { District. Province.
6. Name and postal address of { Owner. Managing Agent. Agent. Manager. Assistant or Under Manager.

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE INDIAN MINES ACT, 1901 (VIII OF 1901).

Mining Rules—*contd.*

FORM II.

[1]*Average number of persons employed daily during the year ending on the 31st December, 19 .*

Name or No of pit, plot or excavation.	Below ground				Above ground.				Gross total below and above ground.
	Male adults [2]	Female adults.[2]	Children under 12.	Total	Male adults [2]	Female adults.[2]	Children under 12	Total.	
1	2	3	4	5	6	7	8	9	10
TOTAL .									

[1] Aggregate number of daily attendances (permaent and temporary) divided by the number of working days.
[2] Persons over twelve years of age.

FORM III.

Output of mineral during the year ending on the 31st December 19 .

Name or No. of pit, plot or excavation.	Depth from the surface of the lowest point of the seam or vein worked, in feet.	Name of mineral worked.	[1]Total amount of mineral raised [3]	[2]Total value at the mine of mineral raised [3]	Number of days worked.	In case of Coal Mines.			
						Number of coke ovens.	Tons of coke produced.		Kind of ovens
							In open heaps.	In ovens.	
1	2	3	4	5	6	7	8	9	10
TOTAL .									

[1] Including, in the case of coal mines, coal raised for colliery consumption or made into coke, and stated—
[illegible] graphite, jade- [illegible] articularisation, [illegible] specified metal- [illegible]

[2] Actual or estimated wholesale price at pit's mouth, cost of loading, if any, being deducted.
[3] Figures for mica should relate to the quantity and value of marketable mica consigned.

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE INDIAN MINES ACT, 1901 (VIII OF 1901).

Mining Rules—*contd.*

FORM IV.

Accidents and Inspections.

No. of separate accidents reported during the year.			No. of persons.		No. of prosecutions under the Act, with the section under which the prosecution was instituted.	No. of persons convicted under the Act, with the sections under which the convictions were obtained.	No. of inspections.		
Fatal.	Serious.	Total.	Killed.	Seriously injured.			By District Officers.	By Mines Inspector.	Total.
1	2	3	4	5	6	7	8[1]	9[1]	10[1]

[1] It is optional to supply the information required by columns 8, 9 and 10. They will be filled in by the Mines Department when left blank by Mine Agents or Owners.

Signature of Agent, Owner or Manager. } ____________________

Part II—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE INDIAN MINES ACT, 1901 (VIII OF 1901).

Mining Rules—*contd.*

FORM V.

Notice of Accident.

FROM—

To—The Inspector of Mines, through the District/Sub-Divisional Magistrate of

Dated 19

SIR,

I have the honour to furnish the following particulars of a fatal/serious accident / an accidental explosion which has occurred at the Mine:—

1. Situation of the mine. (Village, Station, District, Province.)	
2. Mineral worked	
3. Name and postal address of owner	

4 Name and sex of persons—		Age.	Occupation.
Killed	Injured.		

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

INDIAN MINES ACT, 1901 (VIII OF 1901).

Mining Rules—*concld.*

5. Date and hour of accident . .	
6. Place of accident	
7. Cause and description . . .	
8. Classification of accident[1] . .	
9. Nature of injury, and, if fatal, cause of death.	

I have the honour to be,

SIR,

Your most obedient Servant,

Owner,

Agent,

Manager.

[1] *Under one or other of the following heads, namely:—*
(1) Explosions of fire damp; (2) falls of roof; (3) falls of sides; (4) in shafts (over winding); (5) in shafts (ropes and chains breaking); (6) in shafts (while ascending or descending by machinery; (7) in shafts (falling into the shafts from the surface); (8) in shafts falling from part of the way down); (9) in shafts (things falling from the surface); (10) in shafts (things falling from part of the way down); (11) in shafts (miscellaneous); (12) suffocation by gases; (13) by explosives; (14) irruptions of water or falling into water; (15) haulage; (16) by underground machinery; (17) sundries underground; (18) by surface machinery; (19) surface boilers or pipes bursting; (20) on surface railways or tramways belonging to the mine; (21) miscellaneous on surface.

[*See* Gazette of India, 1909, Pt. I, p. 41.]

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE INDIAN MINES ACT, 1901 (VIII OF 1901).

Quarries exempted from Act.

No. 1562—45-5, dated the 12th June, 1901.—In exercise of the powers conferred by section 29 of the Indian Mines Act, 1901 (VIII of 1901), the Governor General in Council is pleased to exempt from the operation of the said Act all kankar, stone and laterite quarries being "mines" within the definition contained in section 3, clause (*d*), throughout the Province of Bombay.

[*See* Gazette of India, 1901, Pt. I, p. 382.]

No. 1952—45-9, dated the 17th July, 1901.—In exercise of the powers conferred by section 29 of the Indian Mines Act, 1901 (VIII of 1901), the Governor General in Council is pleased to exempt from the operation of the said Act all kankar, stone and laterite quarries being "mines" within the definition contained in section 3, clause (*d*), throughout the Province of Madras, subject to the condition that the exemption hereby notified shall cease to apply to any such quarry as aforesaid if and when the Local Government, by order in writing, declares it to be worked in such a manner as to render its further exemption to be inexpedient.

[*See* Gazette of India, 1901, Pt. I, p. 473.]

No. 2005—45-10, dated the 23rd July, 1901.—In exercise of the powers conferred by section 29 of the Indian Mines Act, 1901 (VIII of 1901), the Governor General in Council is pleased to exempt from the operation of the said Act, throughout the Central Provinces, all clay-pits and metal moorum and stone quarries, no substantial part of which extends beneath the superjacent ground, such pits and quarries being "mines" within the definition contained in section 3, clause (*d*): Provided that the exemption hereby conferred shall cease to apply to any pit or quarry, the further exemption of which the Chief Commissioner may, by general or special order, declare to be inexpedient.

[*See* Gazette of India, 1901, Pt. I, p. 487.]

No. 2811—45-18, dated the 10th October, 1901.—In exercise of the powers conferred by section 29 of the Indian Mines Act, 1901 (VIII of

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE INDIAN MINES ACT, 1901 (VIII OF 1901).

Quarries exempted from Act—*concld.*

1901), the Governor General in Council is pleased to exempt from the operation of the said Act all stone quarries being "mines," within the definition contained in section 3, clause (*d*), in the territories for the time being administered by the Chief Commissioner of Ajmer-Merwara.

No. 2818—45-20, dated the 11th October, 1901.—In exercise of the powers conferred by section 29 of the Indian Mines Act, 1901 (VIII of 1901), the Governor General in Council is pleased to exempt from the operation of the said Act, throughout the Lower Provinces of Bengal, all kankar, stone or laterite quarries, no substantial part of which extends beneath the superjacent ground, such quarries being "mines" within the definition contained in section 3, clause (*d*):

Provided that the exemption hereby conferred shall cease to apply to any quarry, the further exemption of which the Lieutenant-Governor may, by general or special order, declare to be inexpedient.

[*See* Gazette of India, 1901, Pt. I, p. 835.]

No. 2967—45-22, dated the 25th October, 1901.—In exercise of the powers conferred by section 29 of the Indian Mines Act, 1901 (VIII of 1901), the Governor General in Council is pleased to exempt from the operation of the said Act all salt quarries being "mines" within the definition contained in section 3, clause (*d*), throughout the Kohat district in the Province of the Punjab.

[*See* Gazette of India, 1901, Pt. I, p. 862.]

No. 3054—45-26, dated the 5th November, 1901.—In exercise of the powers conferred by section 29 of the Indian Mines Act, 1901 (VIII of 1901), the Governor General in Council is pleased to exempt from the operation of the said Act all kankar, stone, or laterite quarries being "mines" within the definition contained in section 3, clause (*d*), in the stone mahals of the Mirzapur district and in the Kumaun Division of the North-Western Provinces.

[*See* Gazette of India, 1901, Pt. I, p. 942.]

Part II.—General Rules and Orders made under General Acts of the Governor General in Council—*contd.*

THE INDIAN MINES ACT, 1901 (VIII OF 1901).

Exemption from operation of Act of all tufaceous limestone quarries.

No. 605—205, dated the 16th January, 1907.—In exercise of the powers conferred by section 29 of the Indian Mines Act, 1901 (VIII of 1901), the Governor General in Council is pleased to exempt from the operation of the said Act all tufaceous limestone quarries, being "mines" within the definition contained in section 3 (*d*), in the Dehra Dun District of the United Provinces of Agra and Oudh.

[*See* Gazette of India, 1907, Pt. I, p. 53.]

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